PUNCH
consulting engineers

LRD at Castlelands, Mallow, Co. Cork

Traffic and Transportation Assessment

224209-PUNCH-XX-XX-RP-C-006

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1 Non-Technical Summary

The proposed development is a residential development of 469 units and a creche and upgrade of former lodge to provide an interpretative centre/cafe. It is proposed to access the proposed development via the existing Castle Crest junction with St Joseph's Road, and the existing Castlepark Avenue Junction with St Joseph's Road.

An assessment of the existing traffic and transportation conditions was carried out including baseline traffic conditions and available sustainable modes of transport in the area. The town centre is known to be congested during peak times, this is localised and discussed within. Capacity analysis was carried out on all 9 No. Junctions in the vicinity, and which included for the Spa Glens Residential development as background traffic and the future development at Aldworth Heights as requested by Cork County Council. The Aldworth Heights development is not the subject of this assessment.

For the purposes of our assessment, residential trip rates were generated from surveyed data. The trip rates generated from surveyed data are significantly higher than trip rates for similar developments generated from the TRICS database and are therefore a conservative assumption of the predicted vehicular movements generated by the proposed development.

It is possible that as the surrounding road network gets more congested, drivers may use alternate routes to avoid delays. However, the surveyed distribution is considered the most appropriate for the proposed development traffic as it represents the measured current driver choice based on current peak traffic times in the town. It should also be noted that the future transport proposals, once delivered, are expected to alter traffic patterns and reduce the amount of vehicle-generated trips that will access the town centre. Therefore, the surveyed distribution is considered conservative for the later design years of 2031-2041 when these projects could realistically be delivered.

The proposed development does not have a significant impact on the junctions within the existing road network local to the proposed development on St Joseph's Road. The modelled junction results showed congestion within the town centre. The junctions showing congestion are currently of poor geometric design carrying high baseline traffic. The issues can largely be overcome with modal shift targets applied to the design year 2041. In an urban environment it is expected that there may be congestion during peak times. There are also always opportunities to improve signal control operation by adjusting cycle times to respond to changing traffic conditions.

The traffic analysis results presented assume a robust development trip generation. With the modal split targets proposed in the CCC development plan 2022-2028 achieved, all junctions analysed would be within an acceptable design threshold in the design year 2041 with the proposed development, Spa-Glen and Aldworth Heights in operation.

Existing pedestrian, cycling and public transport facilities in the area are not extensive but improvements are planned in the area which will improve choices for commuters. Mitigation measures are proposed by this development such as reduced car parking provision and a generous cycle parking provision in addition to cycle and pedestrian connectivity improvements in the area that are proposed to enhance shifts in travel modal patterns for the residents of the existing and proposed development which will in turn improve capacity of the town road infrastructure.

National Census 2022 data shows that in the year 2022, the percentage of private vehicles had reduced to 70.1%. This suggests that the rate of private vehicle trips is reducing faster than predicted in the Development Plan. By design year 2041 there is potential for a reduction of 11.87% in traffic based on the CCC Development Plan modal split targets. It should be noted that the reduction will apply to background traffic flows, the proposed development and other developments accessing the local road network. The site's proximity to the town centre and availability of sustainable modes of transport as described in the Mobility Management Plan support this modal shift prediction. The positive trend of modal shift is therefore expected to continue.

The traffic analysis results presented in this report show that the proposed development is appropriate in the proposed location given the assessment of the existing surrounding road network predicted for the 15 year design period. We have presented a worst case scenario and the results are in line with the standards of an urban traffic setting. The 10 year phasing allows adequate time for the CCC modal shift targets to realistically be achieved as well as time for future government transport initiatives in the area to be implemented.

The applicant is committed to measures outlined in the CCC development plan 2022-2028. Together with the proposals from CCC there is potential to achieve these targets. The applicant is committed to those measures within his control as fully outlined within the MMP and Mitigation Measures outlined within this report.

The Local Authority have included the entire development site within the scope of RZLT, which indicates that the Local Authority is satisfied that the land is serviced where it has sufficient access to the infrastructure required for residential development. This includes roads, paths and transport links. The results of the traffic assessment would concur with this decision.

2 Introduction

PUNCH Consulting Engineers were commissioned by Reside (Castlepark) Ltd. to carry out a Traffic and Transportation Assessment (TTA) for a proposed Large-Scale Residential Development (LRD) at Castlelands, Mallow, Co. Cork.

The assessment has been carried out in accordance with the following guidelines:

1. TII's Traffic and Transport Assessment Guidelines PE-PDV-02045 (May 2014)
2. TII Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (PE-PAG-02017 October 2021)
3. Design Manual for Urban Roads & Streets (DMURS). Sections from the
4. Cork County Council Development Plan (2022-2028)
5. Cycle Design Manual (September 2023)

The proposed development is designed to facilitate and encourage a positive modal shift at the development towards alternative sustainable modes of transport in the interest of compliance with the following National Policy Objectives:

1. The National Sustainable Mobility Policy
2. Climate Action Plan 2023
3. National Investment Framework for Transport in Ireland (NIFTI)
4. Sustainable and Compact Settlements Guidelines for Planning Authorities
5. Cork County Council Development Plan (2022-2028)

The purpose of this TTA report is to:

1. Identify the existing environment in terms of traffic, transportation and pedestrian/cycling connectivity;
2. Quantify the existing vehicle traffic flows in the vicinity of the proposed development;
3. Quantify the likely vehicle traffic to and from the proposed development,
4. Assess the potential impact of the proposed development on the existing local transport network and to ensure that the proposed site access will have adequate capacity to carry the development traffic and the future growth in existing road traffic to the design year and beyond;
5. Assess accessibility of the site for cyclists, pedestrians and public transport users; and
6. Identify mitigation measures to alleviate potential traffic and transportation impacts on the existing local road and transport network.

2.1 Scoping

Consultations are going with Cork County Council (CCC) in relation to this development. Part of this consultation included an LRD Section 247 Pre-Application meeting held on 3rd August 2023. A section 32B report was also issued for CCC review and comment in April 2024 and the report has been updated to reflect feedback received. The content of this TTA reflects comments received from Cork County Council at these meetings.

PUNCH received an update from Cork Road design Office in October 2024 on the future transport proposals mentioned in Section 4 of this report. The detailed design of these schemes is progressing.

It is anticipated that ongoing discussions will be required with CCC to agree the scope of improvement works outside the site boundary including the proposed connectivity routes.

This TTA includes 9 No. Junctions within Mallow Town and separately assesses the impacts of Traffic generated by the future development at Aldworth Heights, which are not the subject of this assessment but has been included for information purposes at CCC request to reflect pipeline projects in the area. In addition a review of the proposed development at Spa Glen has been undertaken and is addressed within the report.

3 Existing Conditions

3.1 Site Location

The subject site, located within lands at St. Joseph's Road, Mallow, Co. Cork, comprises mostly greenfield area, interspersed with some existing building footings resulting from a previously planned development. Covering an area of approximately 17.50 hectares gross and 12.9 hectares net, the site is positioned roughly 800 meters east of Mallow Town Centre. It is bordered by existing residential developments to the west and north, with open green fields surrounding it to the south and east, indicating a mixed land use of residential and agricultural properties in the vicinity.

The terrain of the site slopes gently at an average gradient of around 3% from north to south.

Presently, access to the site is facilitated through existing residential streets, namely Kingsfort Avenue and Maple Avenue, both of which link to L1220 (St. Joseph's Road). Refer to Figure 3-1 below.

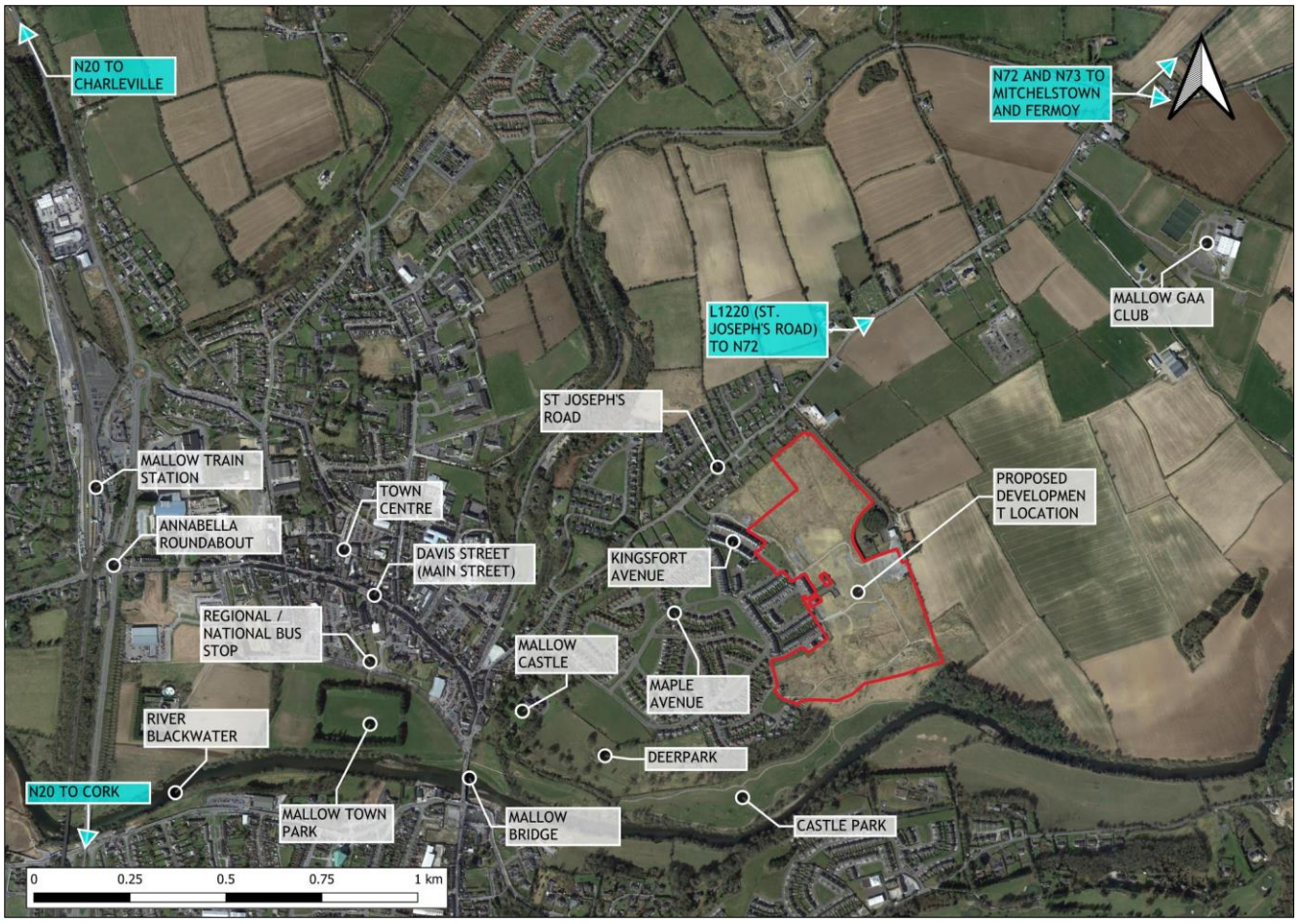


Figure 3-1 Site Location Plan

3.2 Existing Road Network

The site location in relation to the local road network is detailed in Figure 3-2 below.

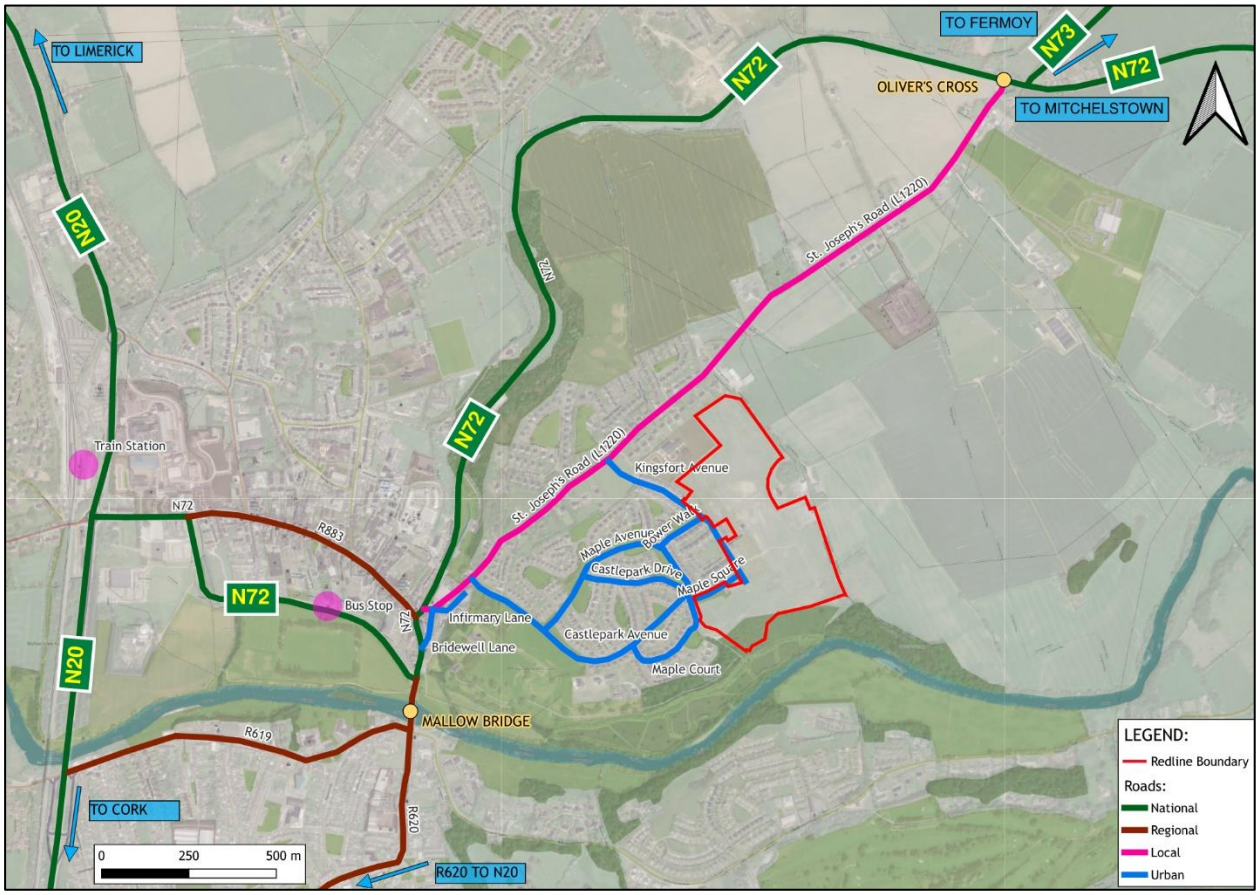


Figure 3-2 Site location and surrounding road network

A brief description of the local road network and the major road junctions is provided in the following subsections.

3.2.1 St Joseph's Road

St Joseph's Road is a local road which runs between Mallow Town Centre and Oliver's Cross on the N72. Refer to Figure 3-3. St Joseph's Road is a single-lane two-way carriageway with a wide footpath on the eastern side of the carriageway and no existing designated cycle lanes.

Figure 3-3 St Joseph's Road

3.2.2 N72

The N72 is a national road which connects Mallow to Killarney in the east and Dungarvan to the west. The N72 is a single lane two-way carriageway which St Joseph's Road connects to at Oliver's Cross (to the north) and Mallow Town Centre (to the south).

Figure 3-4 N72 at Oliver's Cross © Google Maps

3.2.3 Bridewell Lane

Bridewell Lane is a one-way street which connects St Joseph's Road to the N72. Vehicles enter the N72 from Bridewell Lane and primarily travel westbound on the N72 from this point as the Infirmary Lane Junction is used for traffic heading eastbound. There is an existing footpath and designated parking on the eastern side of Bridewell Lane.

Figure 3-5 Bridewell Lane © Google Maps

3.2.4 Infirmary Lane

Infirmary Lane is a short (approximately 20m long) 2-way street which connects St Joseph's Road and the N72. All traffic wishing to access St Joseph's Road from the Town Centre must utilise Infirmary Lane, while traffic wishing to travel eastbound on the N72 also primarily uses Infirmary Lane. There is no left turn allowed from Infirmary Lane on to the N72. There is an existing footpath on the south side of Infirmary Lane.

Figure 3-6 Infirmary Lane © Google Maps

3.2.5 Oliver's Cross

Oliver's Cross is a priority Junction which connects St Joseph's Road and the N72. The N73 connects to the N72 approximately 50m east of the St Joseph's Road junction. There are no existing pedestrian facilities at this end of St Joseph's Road.

Figure 3-7 Oliver's Cross © Google Maps

3.2.6 Bridge Street South Intersection (R620_R619_Bear Forest Road)

Mallow Bridge South Junction is a signalised junction which connects R619 (Ward Terrace), R620 (Bridge Street) and Bear Forest Road. The junction has recently been upgraded to have a separate walkway along the bridge which is separate from the carriageway. The carriageway now has a wider single lane heading north and a dual lane heading south of Bridge Street.

Figure 3-8 Bridge Street (R620) Looking North

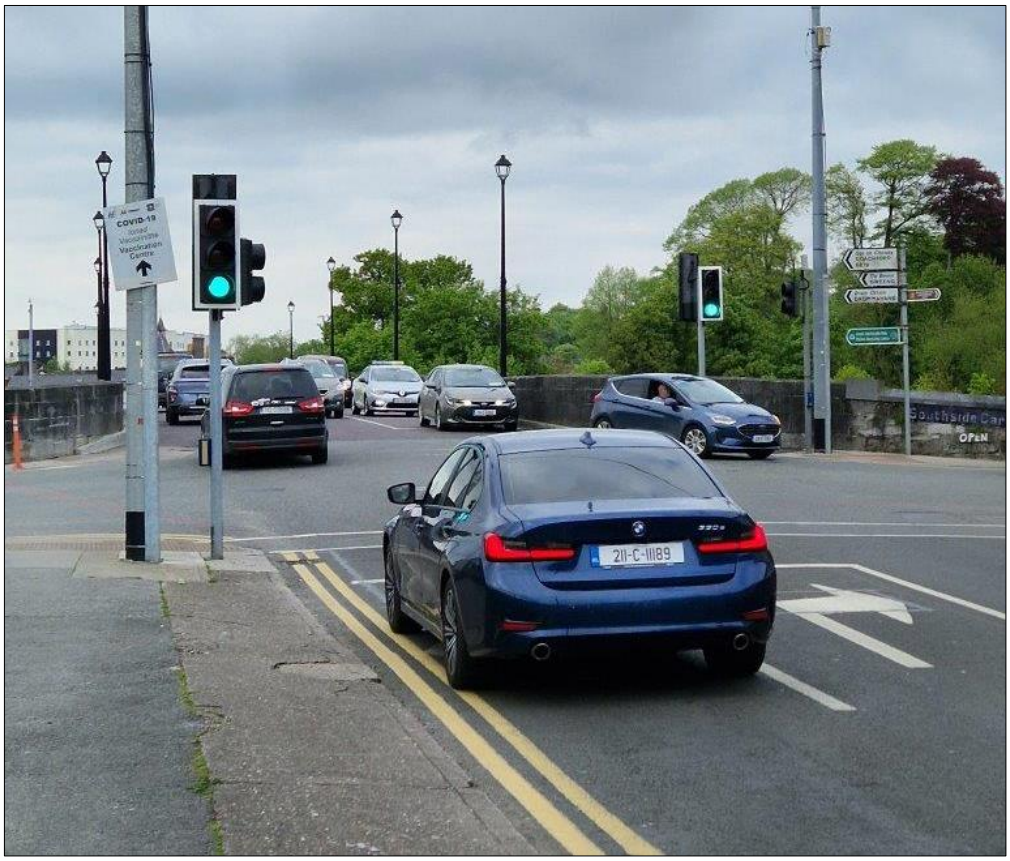


Figure 3-9 Bridge Street Intersection (R620) Looking North

3.2.7 Bridge Street North Intersection (R620_N72)

Mallow Bridge North Junction is a signalised junction which connects N72 and R620 (Bridge Street). The junction has been recently upgraded to increase its capacity. The intersection is signalised and has adequate pedestrian connectivity.

Figure 3-10 Bridge Street (Looking South)

Figure 3-11 N72 facing east at Bridge Street South Intersection

3.3 Existing Traffic Flows

A classified turning count traffic survey of various junctions in the vicinity of the site was completed by IDASO on 5th October 2023. The traffic survey locations are shown in Figure 3-12. Full traffic counts are included in Appendix A.

A list of the surveyed junctions is shown below:

1. Junction 1 denoted as J1 - St Joseph's Road, L-1220-0/N-72-389/N-73-0 Junction at Olivers Cross
2. J2 – Aldworth Heights Entrance to St. Josephs Road, L-1220-0 (Proposed CCC Housing Development)
3. J3 – Existing Castlepark entrance (Northern) to St. Josephs Road, L-1220-0 Kingsfort Avenue
4. J4 – Existing Castlepark entrance (Southern) to St. Josephs Road, L-1220-0 Castlepark Avenue
5. J5a – St. Joseph Road, L-1220-0/N-72-385 Junction at Spa Square
6. J5b – N72 & Infirmary Lane
7. J6 – Thomas Davis Street, R-883-0/ N-72-385 Junction at Spa Square
8. J7 – Bridewell Lane, L-9016-0/ Bridge Street, N-72-385 Junction
9. J8 – Bridge Street, N-72-385/ Park Road, N-72-380/ Mallow Bridge, R-620-28 Junction at Mallow Bridge North
10. J9 – Mallow Bridge & Ballydaheen, R620-28/ Mill Street, R-619-399/ Bearforest, L-1223-0 Junction at Mallow Bridge South

We note that the peak times at each junction vary slightly in both the AM and PM peak times. For assessment purposes and as a conservative approach, it is assumed that all junction peak times occur simultaneously.

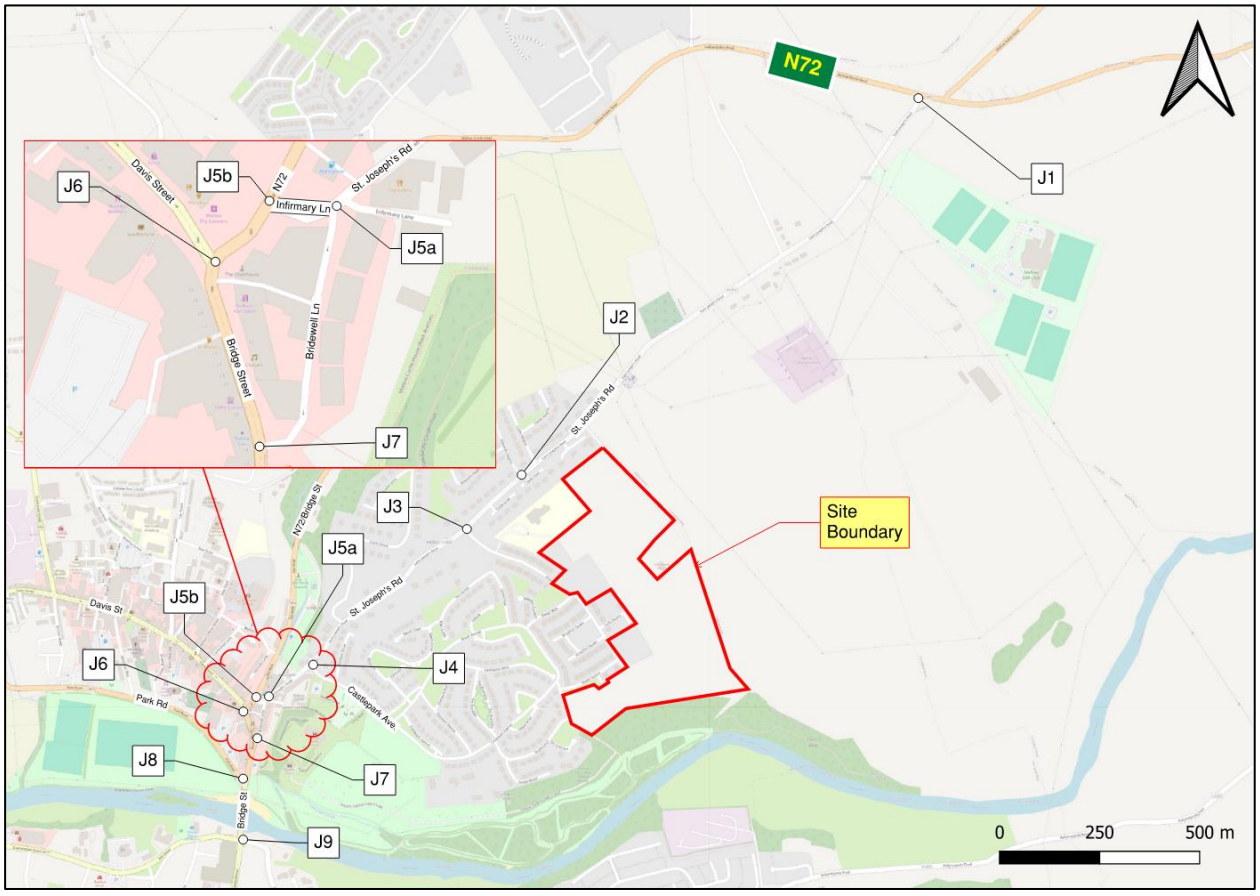


Figure 3-12 Junction Turning Count Locations

Junction 1 (J1) traffic surveys undertaken at Oliver's Cross found that the mean morning peak hour traffic flow occurred between 08:00 and 09:00 (AM). The evening peak hour traffic flow was found to be between 17:00 and 18:00 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-13.

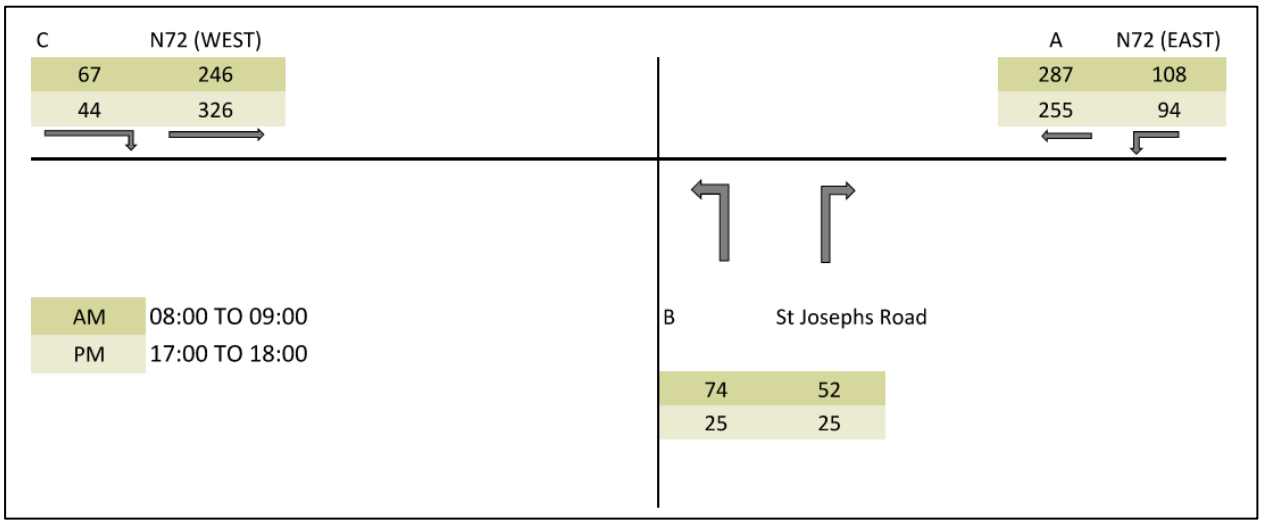


Figure 3-13 April 2023 Peak Hour Traffic Survey Results (PCUs) at Oliver's Cross (J1)

A junction capacity analysis of the existing traffic flows was carried out, Table 3-1 below shows the results.

Table 3-1 Junction 1 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum RFC	Queue (Vehicles)
AM 2023 Survey Year	0.29	0.40
PM 2023 Survey Year	0.12	0.10

J1 is shown to be operating at 29% of the junction capacity during the AM peak period during the survey year 2023. The St Joseph's Road arm of the junction is where the most vehicle queueing is observed which is to be expected on the minor arm. There are no existing issues with capacity at this junction.

J2 traffic surveys undertaken at Aldworth Heights intersection with St. Josephs Road found that the mean morning peak hour traffic flow occurred between 08:00 and 09:00 (AM). The evening peak hour traffic flow was found to be between 17:45 and 18:45 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-14.

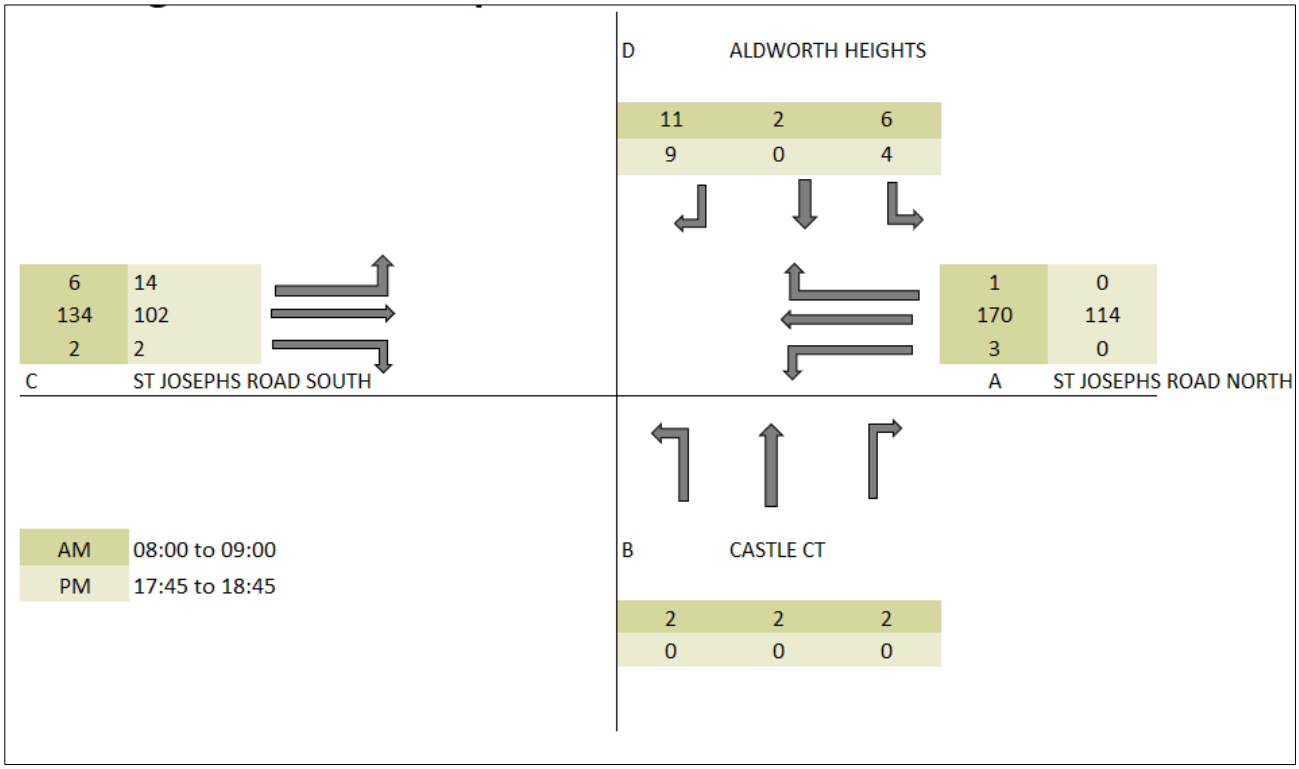


Figure 3-14 April 2023 Peak Hour Traffic Survey Results (PCUs) at Aldworth Heights (J2)

A junction capacity analysis of the existing traffic flows was carried out, Table 3-2 below shows the results.

Table 3-2 Junction 2 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.05	0.0
PM 2023 Survey Year	0.03	0.0

J2 is shown to be operating at 5% of the junction capacity during the AM peak period during the survey year 2023. Negligible queuing is observed in the existing scenario for the AM & PM Peaks. There are no existing issues with capacity at this junction.

J3 traffic survey undertaken at the site entrance via Castle Crest/ Kingsfort Avenue from St Joseph's Road found that the mean morning peak hour traffic flow occurred between 08:15 and 09:15 (AM). The evening peak hour traffic flow was found to be between 17:45 and 18:45 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-15.

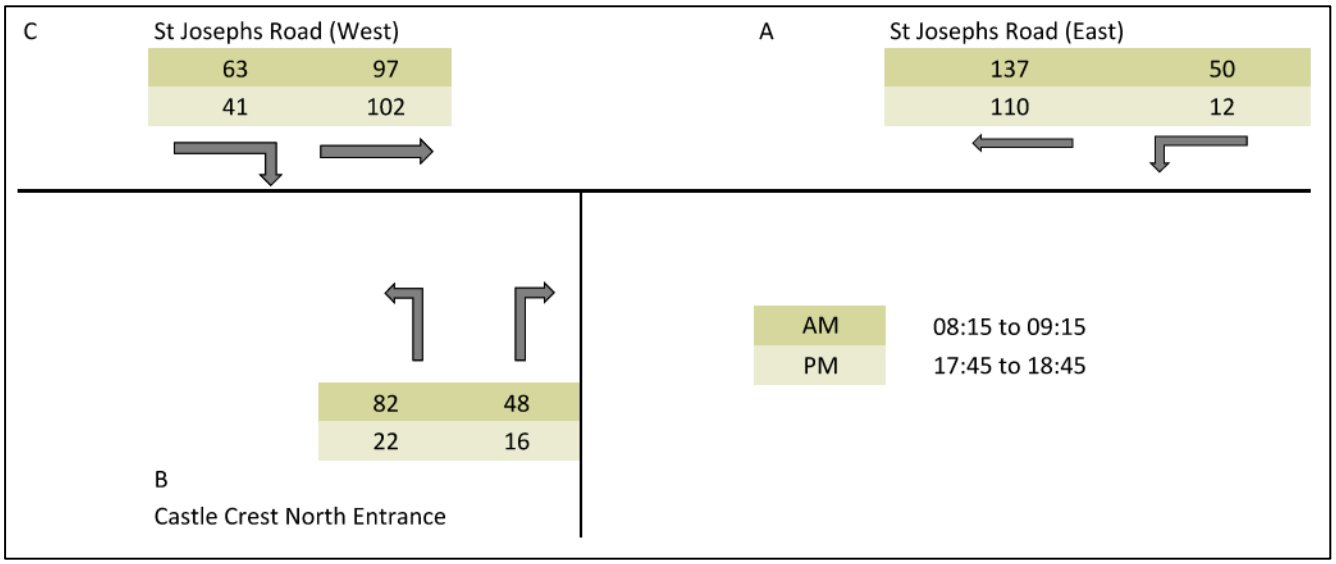


Figure 3-15 October 2023 Peak Hour Traffic Survey Results (PCUs) at Castle Crest North Entrance (J3)

A junction capacity analysis of the existing traffic flows was carried out for J3 Table 3-3 below shows the results.

Table 3-3 Junction 3 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.15	0.2
PM 2023 Survey Year	0.04	0.1

J3 is shown to be operating at 15% of the junction capacity during the AM peak period during the survey year 2023. The Castle Crest Street North arm of the junction is where the most vehicle queueing is observed which is considered negligible. There are no existing issues with capacity at this junction.

J4 traffic surveys undertaken at Castlepark Avenue from St Joseph's Road found that the mean morning peak hour traffic flow occurred between 08:00 and 09:00 (AM). The evening peak hour traffic flow was found to be between 17:30 and 18:30 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-16

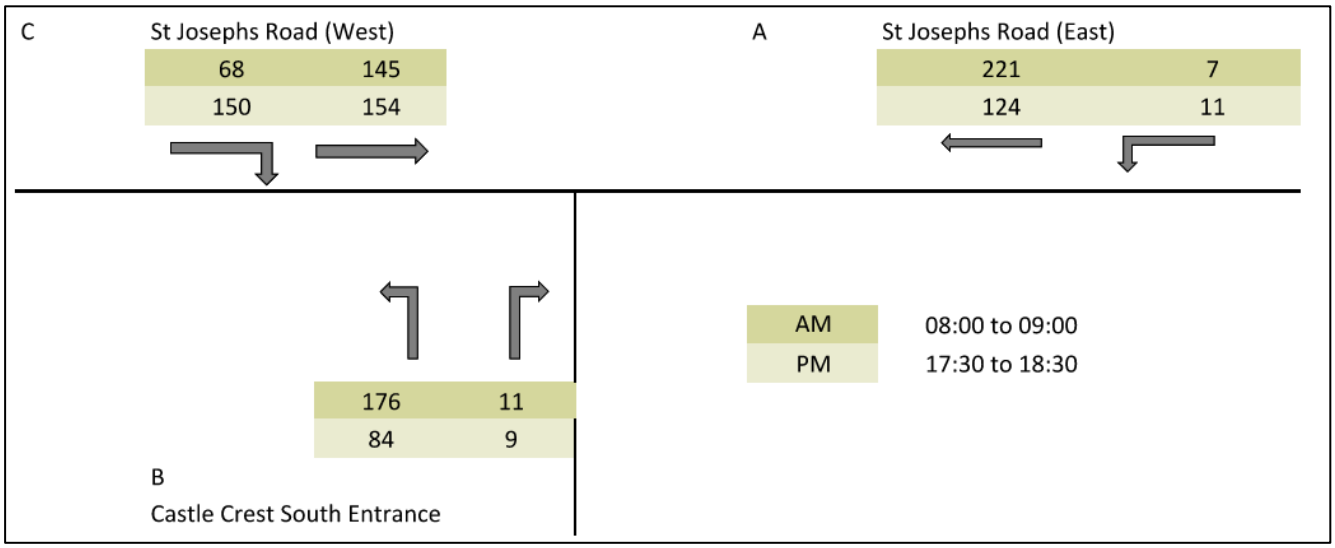


Figure 3-16 October 2023 Peak Hour Traffic Survey Results (PCUs) at Castle Park Avenue South Entrance (J4)

A junction capacity analysis of the existing traffic flows was carried out for J4, Table 3-4 below are the results.

Table 3-4 Junction 4 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.27	0.4
PM 2023 Survey Year	0.31	0.5

J4 is shown to be operating at 31% of the capacity during the PM peak period during the survey year 2023. The Castle Crest Street South/ Castlepark Avenue arm of the junction is where the most vehicle queueing is observed which is considered negligible. There are no existing issues with capacity at this junction.

The traffic surveys undertaken at the intersection St. Josephs Road and Infirmary Lane (J5a) and the N72 and Infirmary Lane (J5b) in Mallow town found that the mean morning peak hour traffic flow occurred between 08:00 and 09:00 (AM). The evening peak hour traffic flow was found to be between 17:30 and 18:30 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-17 to Figure 3-18. The junction is relatively complex and as such several counts were required, these were rationalised into the below diagrams for clarity.

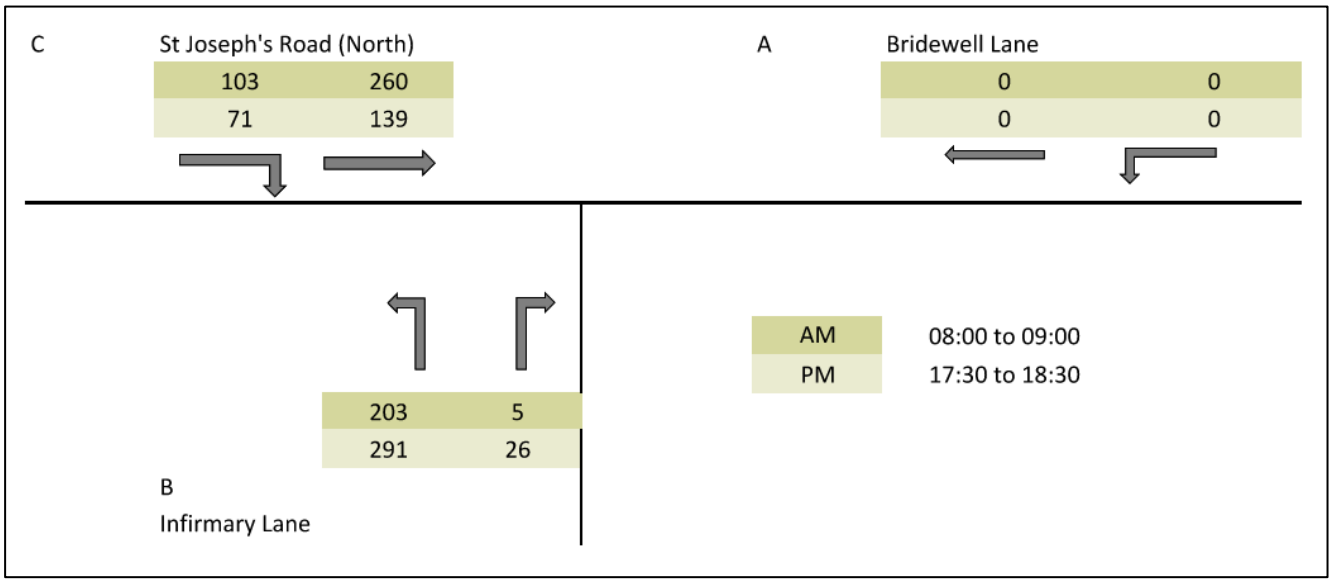


Figure 3-17 October 2023 Peak Hour Traffic Survey Results (PCUs) at Infirmary Lane & St Joseph's Road (J5a)

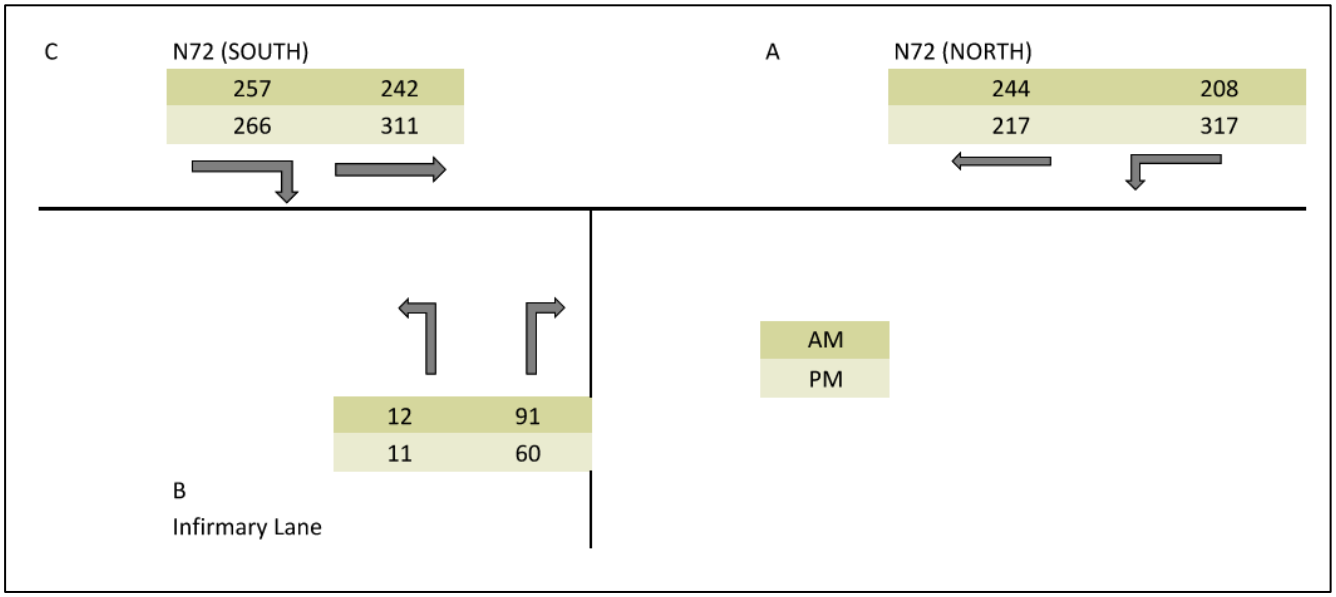


Figure 3-18 October 2023 Peak Hour Traffic Survey Results (PCUs) at Infirmary Lane & N72 (J5b)

A junction capacity analysis of the existing traffic flows was carried out for J5a & J5b, Table 3-5 below shows the results for J5a.

Table 3-5 Junction 5a Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.40	0.7
PM 2023 Survey Year	0.63	1.7

Table 3-6 below are the results for J5b.

Table 3-6 Junction 5b Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.46	0.9
PM 2023 Survey Year	0.50	1.0

J5a is shown to be operating at 63% & J5b is at 50% of the capacity during the PM peak period during the survey year 2023 with maximum 1-2 cars queuing in Infirmary Lane. It should be noted that the Infirmary Lane arm is a 20m arm and has a carrying capacity of an estimated 4 PCUs along its length. Onsite observations demonstrate congestion issues at this junction. The congestion is primarily due to backing up of cars queueing along the N72 from the signalised junction at J6.

J6 traffic surveys undertaken at the signal-controlled junction of the N72 with the R883 found that the mean morning peak hour traffic flow occurred between 08:15 and 09:15 (AM). The evening peak hour traffic flow was found to be between 16:30 and 17:30 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-19.

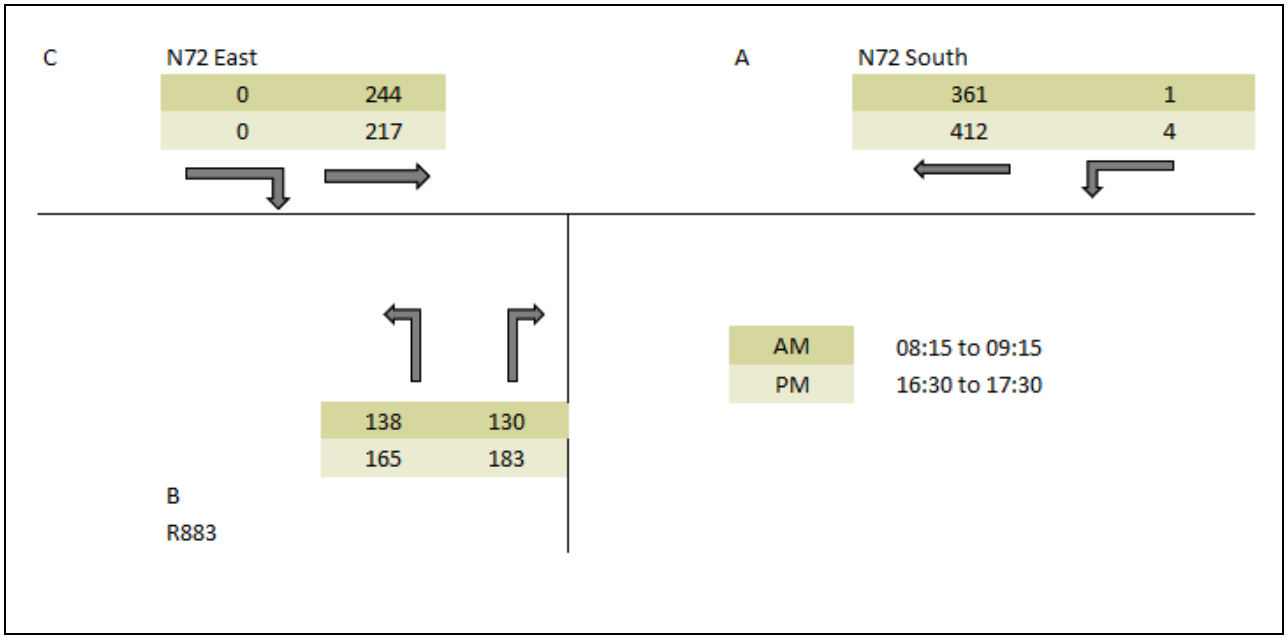


Figure 3-19 October 2023 Peak Hour Traffic Survey Results (PCUs) at R883 & N72 (J6)

A junction capacity analysis of the existing traffic flows was carried out for J6, Table 3-7 below are the results. (Note: Junctions J6, J8 & J9 operate as a linked network model discussed further in Section 10 however results are presented in this section for each junction separately.)

Table 3-7 Junction 6 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum DOS (%)	Maximum Queue (Vehicles)
AM 2023 Survey Year	60.6	7
PM 2023 Survey Year	83.5	10

J6 is shown to be operating at 83.5% of the capacity during the PM peak period during the survey year 2023. The N72 South entry arm of the junction is where the worst vehicle queueing is observed. Onsite observations demonstrate congestion issues at this junction during peak times. The congestion is primarily because of congestion queueing along the N72 South entry arm into the signalised junction at J6.

The N72 South entry arm into the junction has a length of 70m to Bridewell Lane junction (J7). This length has a carrying capacity of an estimated 14 PCUs with this capacity reducing in the case of non-standard vehicles such as goods vehicles. The queuing demonstrated in Table 3-7 is consistent with onsite observations.

J7 traffic surveys undertaken at the junction of the N72 with Bridewell Lane found that the mean morning peak hour traffic flow occurred between 08:15 and 09:15 (AM). The evening peak hour traffic flow was found to be between 16:30 and 17:30 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-20.

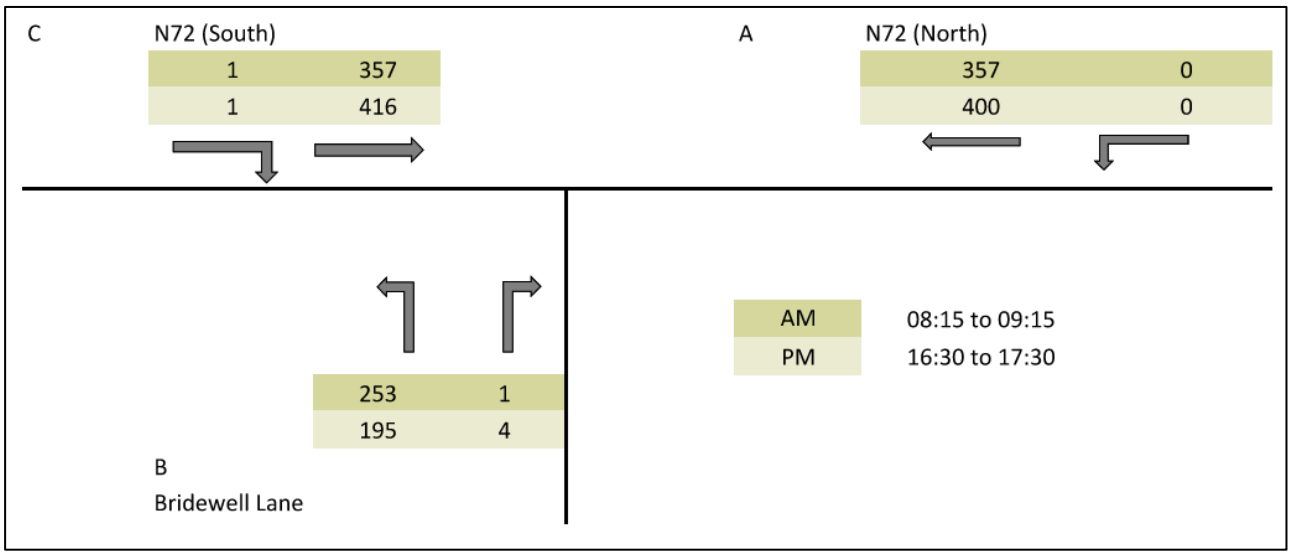


Figure 3-20 October 2023 Peak Hour Traffic Survey Results (PCUs) at Bridewell Lane & N72 (J7)

A junction capacity analysis of the existing traffic flows was carried out for J7, Table 3-8 below shows the results.

Table 3-8 Junction 7 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.56	1.2
PM 2023 Survey Year	0.45	0.8

J7 is shown to be operating at 56% of the capacity during the AM peak period during the survey year 2023. The Bridewell Lane arm of the junction is where the worst vehicle queueing is observed. Onsite observations demonstrate congestion issues at this junction with queuing along the Bridewell Lane arm.

It should be noted congestion issues experienced at J6 will cause queuing along the N72 South exit arm which will impact traffic flows from Bridewell Lane.

J8 traffic surveys undertaken at Mallow Bridge North found that the mean morning peak hour traffic flow occurred between 08:15 and 09:15 (AM). The evening peak hour traffic flow was found to be between 16:45 and 17:45 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-21.

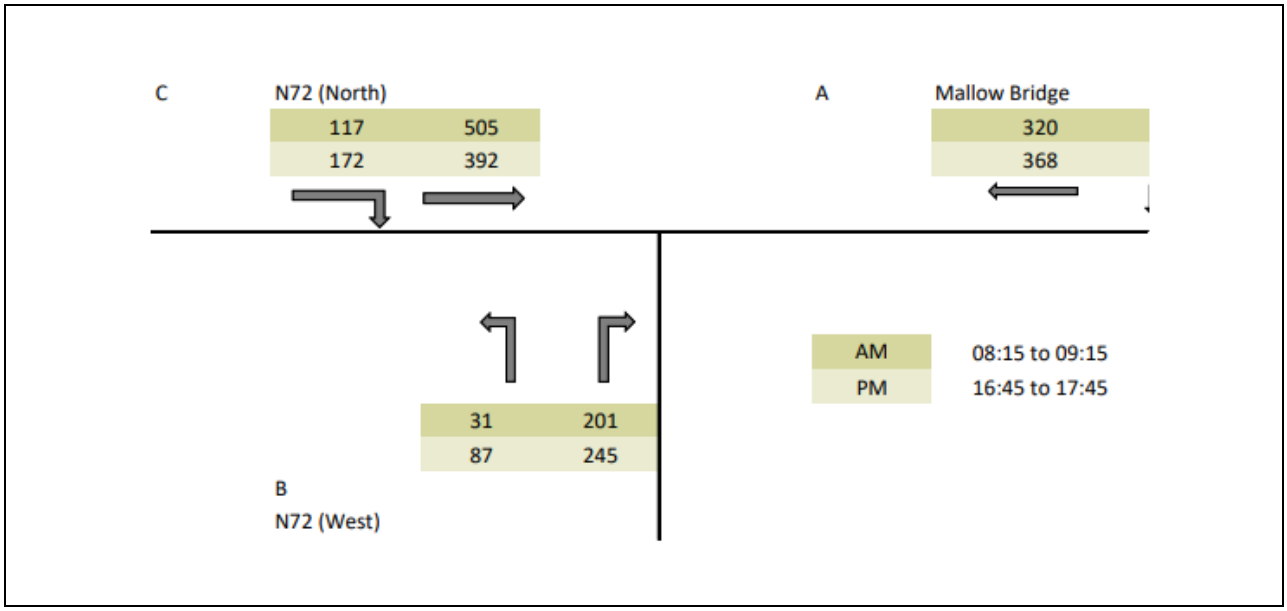


Figure 3-21 October 2023 Peak Hour Traffic Survey Results (PCUs) at Mallow Bridge North (J8)

A junction capacity analysis of the existing traffic flows was carried out for J8, Table 3-9 below shows the results. (Note: Junctions 6, 8 & 9 operate as a linked network model discussed further in Section 10 however results are presented in this section for each junction separately.)

Table 3-9 Junction 8 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum DOS (%)	Maximum Queue (Vehicles)
AM 2023 Survey Year	47.7	2
PM 2023 Survey Year	63.2	3

J8 is shown to be operating at 63.2% of the capacity during the PM peak periods during the survey year 2023. The N72 South/ Mallow Bridge arm of the junction is where the most vehicle queueing is observed. It should be noted that the traffic survey of the junction was carried out after the upgrading of the Mallow Bridge North and South junctions. These junctions were upgraded to improve traffic flows in the area which has seen recent improvements in traffic congestion.

J9 traffic surveys undertaken at Mallow Bridge South found that the mean morning peak hour traffic flow occurred between 08:00 and 09:00 (AM). The evening peak hour traffic flow was found to be between 17:45 and 16:45 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-22.

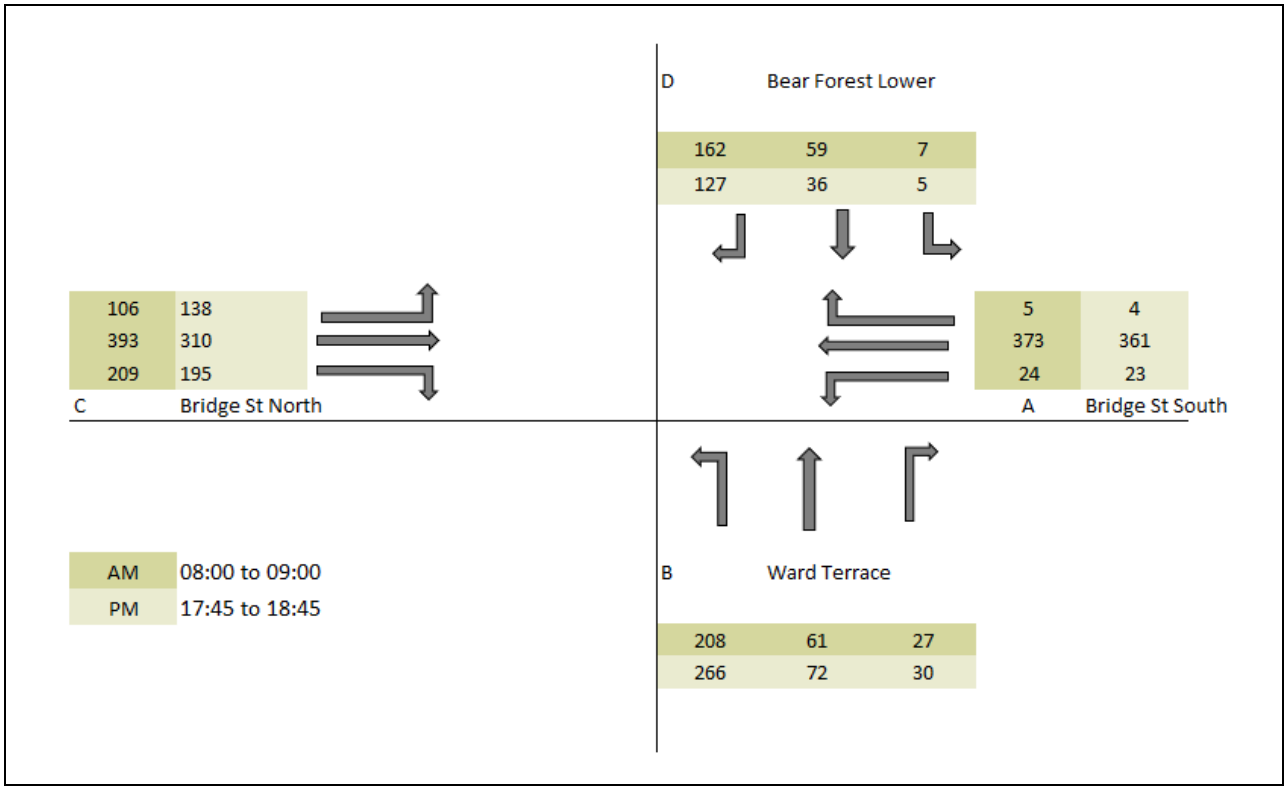


Figure 3-22 October 2023 Peak Hour Traffic Survey Results (PCUs) at Mallow Bridge South (J9)

A junction capacity analysis of the existing traffic flows was carried out for J9, Table 3-10 below are the results. (Note: Junctions 6, 8 & 9 operate as a linked network model further in Section 10 however results are presented in this section for each junction separately.)

Table 3-10 Junction 9 Capacity Analysis Results for Survey Year

	Without Development	
Peak Hour Flow	Maximum DOS (%)	Maximum Queue (Vehicles)
AM 2023 Survey Year	51.9	5
PM 2023 Survey Year	62.8	7

J9 is shown to be operating at 62.8% capacity during the PM peak period during the survey year 2023. The N72 North/ Mallow Bridge entry arm of the junction is where the most vehicle queueing is observed. The junction is observed to be busy primarily due to queuing which occurs along the bridge in either direction subsequently impacting J8, J7 and J6.

3.4 Existing Sustainable Transport Options

To ensure future transport sustainability and to endeavour to make new developments as accessible as possible to travel by other modes of transport, an assessment has been made of the proposed and existing pedestrian, cyclist and public transport facilities. A detailed Mobility Management Plan (MMP) is also provided as a separate report with this planning application.

3.4.1 Pedestrians

The main roads within Mallow have footways on at least one side of the road. In general, there is good pedestrian access provided to the proposed development. The site is connected to Mallow Town with footpath along all routes with crossings located at junctions.

The footpath network for the proposed development will tie into Kingsfort Avenue in several locations and improved connectivity to the River Walk is also proposed. As part of the request for information a quality audit was undertaken on the existing pedestrian connectivity to the site. There were a number of recommendations to improve the facilities, which are addressed in subsequent sections.

3.4.2 Cycling

Cycling enhances both the environment and quality of life of the surrounding area. Cycling has an important transport role, in reducing car usage. The consequential reduction in emissions improves air quality, aids the ecological system and results in less noise pollution.

The development location is ideally situated to benefit from cycle trips with many amenities and Mallow Train Station within convenient cycling distance. This is outlined further in the MMP which accompanies this submission.

There are relativity few cycle facilities currently in place in Mallow and none within the surrounding area. Cork County Council have plans to improve the situation by developing an active travel / greenway network in conjunction with other road infrastructural works. An extract from the Cycleconnects project is included in Figure 3-23 below which shows cycling routes planned in the vicinity of the site.

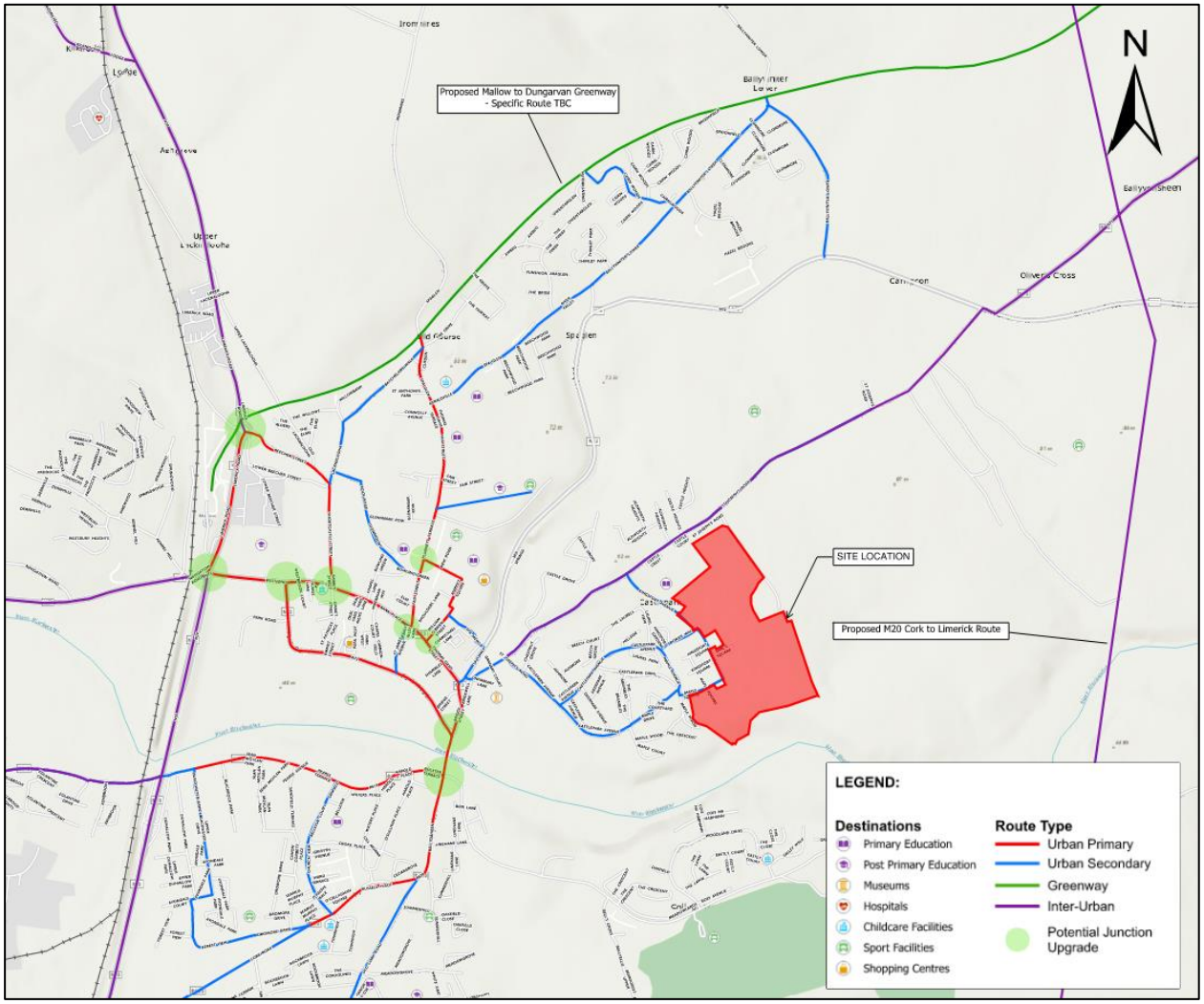


Figure 3-23 Extract from Cycleconnects

3.4.3 Public Transport

The subject site is not currently serviced directly by public transport.

With reference to Table 12.3 of the Cork County Council Development Plan 2022-2028 Volume 1, the 2016 baseline mode share for commuting to work indicates a low percentage using public transport. Please refer to the extract from Table 12.3 shown in Figure 3-24.

Table 12.3 2016 Baseline mode share for commuting to work				
Commuting to or within	**% traveling to work by driving a private car**	**% traveling to work by walking**	**% traveling to work by cycling**	**% traveling to work by public transport**
County	**82**	**7**	**0.85**	**2.6**
Settlement				
Metropolitan Cork				
Carrigaline	73.6	7.78	1.21	2.15
Carrigtwohill	88.71	1.77	0.37	0.87
Cobh	66.33	21.43	0.73	1.09
Little Island	83.23	1.61	0.67	3.05
Midleton	76.69	9.956	1.306	9.77
Passage West	72.60	12.46	1.07	1.78
Ringaskiddy	91.95	0.60	0.39	1.41
Greater Cork Ring				
Bandon	75.71	13.19	0.17	0.72
Fermoy	77.49	10.74	0.38	1.34
Kinsale	70.99	18.73	1.23	1.16
Macroom	76.72	12.219	0.426	0.49
Mallow	77.47	9.57	0.71	0.78
Youghal	70.47	15.14	0.82	0.87

Figure 3-24 Table 12.3 Extract - Baseline mode share for commuting to work (ref. Cork County Council Development Plan, Volume 1)

3.4.3.1 Bus Services

The nearest bus stop is located on Park Road (Stop No. 631060) which is approximately 1.6km (20-minute walk) from the subject site. The following Bus lines serve the nearest bus stops:

- Bus Éireann Line 51: Galway to Cork – Mallow Town Park Bus Stop 631061 and Mallow Hospital Bus Stop 232311
- Bus Éireann Line 243: Cork to Newmarket – Mallow Town Park Bus Stop 631061

Transport for Ireland provides a phone App and a useful website called 'Journey Planner' which can be used to easily plan routes to and from work using bus routes and other forms of public transport.

Mallow is also served by a number of TFI Local Link public transport bus services.

- TFI local link: Route 522 Charleville/ Mallow
- TFI local link: Route 523 Mitchelstown/ Mallow
- TFI local link: Route 1127 Fermoy to Mallow

Currently Mallow does not have a TFI Town Bus service. If implemented, it could serve the proposed development greatly.

3.4.3.2 Train Services

Mallow is one of the best served town in Ireland for rail services. The development is located just over 2km (less than a 30-minute walk) from Annabella Mallow Train Station, which will promote a convenient and attractive, and therefore a realistic alternative to use of the private car.

There are daily and hourly services from Mallow to several surrounding areas, as follow:

Mallow – Cork,

Mallow – Dublin,

Mallow – Limerick,

Mallow – Tralee,

Mallow – Killarney.

Leap cards can be purchased which can reduce fares by 20-27% on the Commuter and Bus services. Transport for Ireland also has a free Leap card phone application for download which allows you to top up your Leap card and view previous journeys and fares.

3.4.3.3 Taxi Services

Local taxi services are available for collecting and depositing passengers. This will facilitate taxi use by providing a safe and convenient means of accessing this form of transport. The objective is to encourage lift sharing in taxis to help reduce the demand on parking and congestion at peak times.

4 Future Transport Proposals

Several road improvement schemes in the area are in the early stages of design. Each project will have a significant impact on the surrounding traffic levels, should they proceed. These include:

4.1 Mallow Relief Road

The N72 and N73 national secondary routes along with the N20 national primary route, form the strategic transport corridor around Mallow. The potential Mallow Relief Road scheme proposes to free up the town centre road network for access and local traffic, and to enable national road traffic to travel more efficiently to other surrounding destinations. he project is currently at Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland (TII) Project Management Guidelines. The preferred option, per the project website is presented in Figure 4-1 below. This funding was committed earlier in 2024 and is a positive indication for the project.

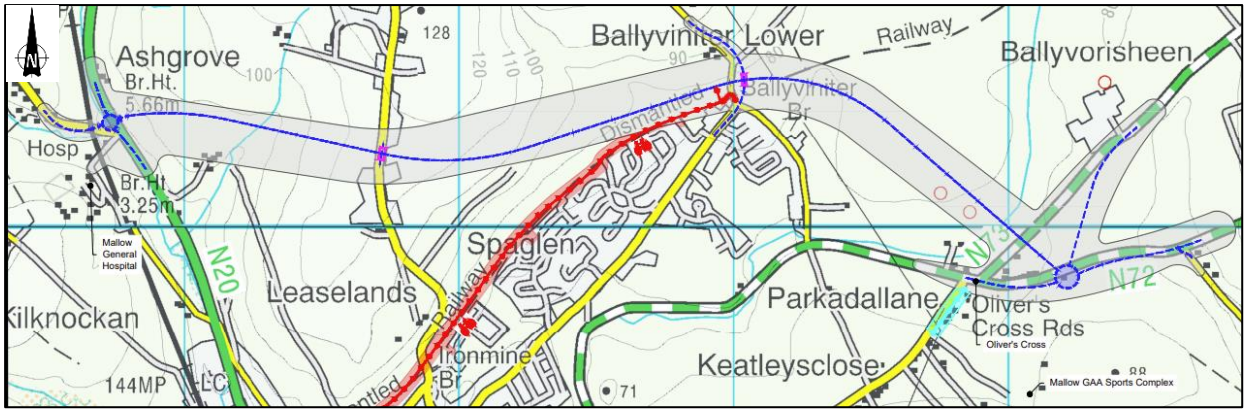


Figure 4-1 Mallow Relief Road Preferred Option

The Preferred Route Option C will extend from a new junction close to Mallow General Hospital east to Ballyviniter Lower, and extend further southeast to Oliver's Cross, where it will connect with the N72 and N73 (Mallow-Fermoy and Mallow-Mitchelstown roads). There will be no other junctions on the route and bridges will be constructed over local roads.

A walkway/cycleway will be provided alongside the bypass linking to existing local walkways and would terminate at the hospital. A further link south to the railway station is also to be considered (Refer to Figure 2.8). A Greenway will also be created along a section of the old railway line from the eastern side of the Mallow Town to Beecher Street and will link to Mallow Train Station via a new bridge over the N20.

The scheme is currently at Design Stage and a timeline for construction and opening has not been confirmed but it is expected that construction of the route should commence within the next 5 years depending on funding being made available.

Should this project progress, it will provide a large benefit to Mallow Town Centre and will be particularly beneficial to future residents of the development which is the subject of this planning application as it would allow residents to travel to the major hubs of Cork, Limerick and Killarney without passing through Mallow Town Centre.

Following discussions with the Cork RDO we have decided not to include for the Relief Road in any future scenarios for traffic modelling.

4.2 N/M20 Cork to Limerick Road Improvement Scheme

The National Development Plan (NDP) 2021-2030 sets out that the N/M20 Cork to Limerick scheme would provide better connectivity between Ireland's second and third largest cities, Cork and Limerick. It would improve the quality of the transport network, addressing safety issues associated with the existing N20 route and provide for safer and more efficient journey times. The project is currently in Phase 3 (Design and Environmental Evaluation selection.

Limerick City and County Council published the N/M20 Preferred Transport Solution in March 2022, following the conclusion of the Phase 2 Options Selection process. The preferred route is shown in Figure 4-2 below and passes to the east of the proposed development site in close proximity to Oliver's Cross. The precise benefits of this route to traffic at the proposed development cannot be quantified until more detail becomes available on the M20 design, which is currently underway.

Even though no timeline has been confirmed to deliver the N/M 20 Cork to Limerick project, it was identified as a priority investment in the Government's National Development Plan 2021-2030 and the funding approval to proceed to Phase 3 earlier in 2024 is a positive indicator.

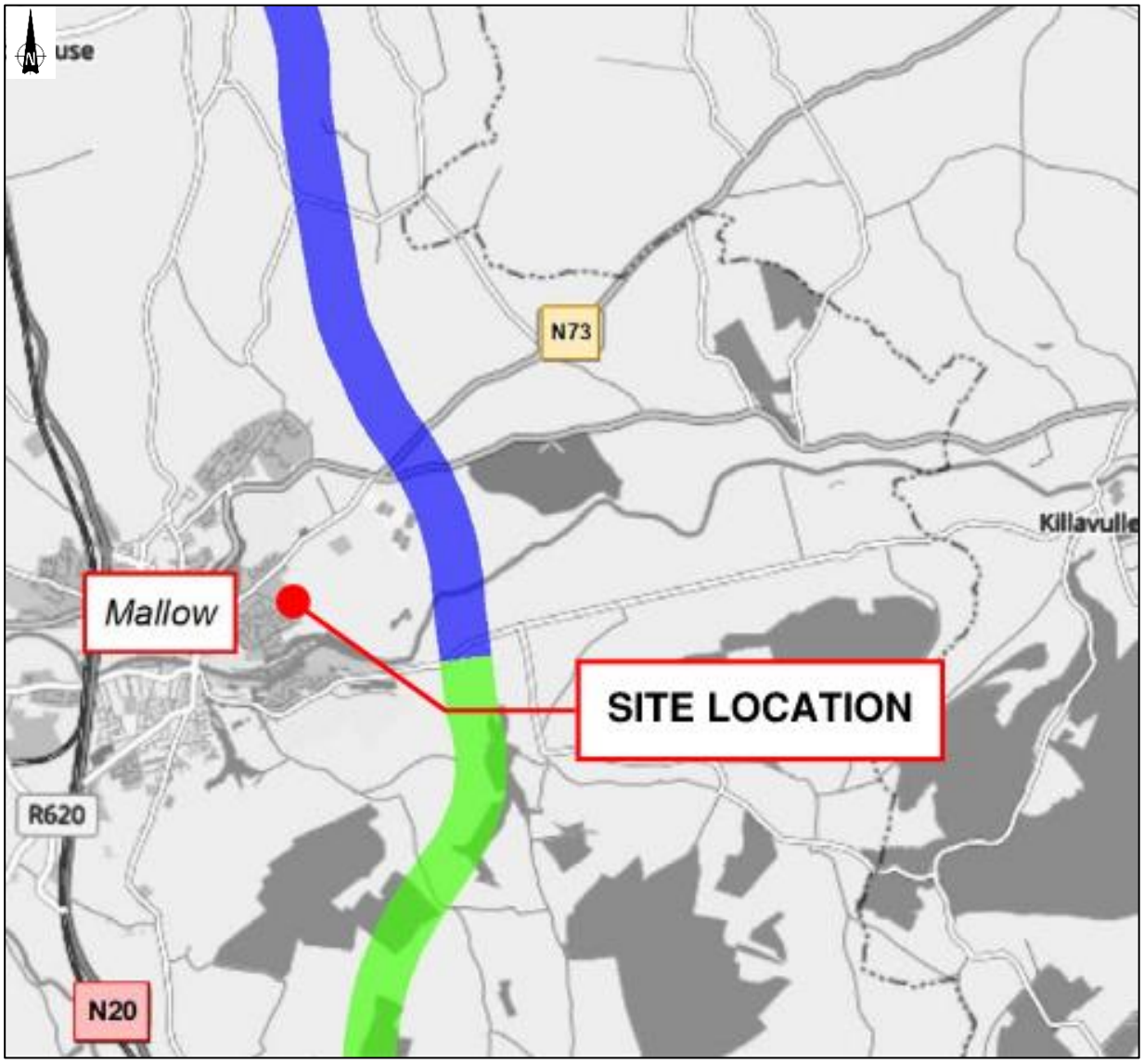


Figure 4-2 M20 Preferred Route Corridor

5 Committed/Future Planned Developments

Adjacent planning consents/applications granted/submitted in the area have been reviewed. The projects which have been included in this assessment are listed below:

5.1 Proposed Residential Development at Castlelands Mallow Park LRD (Phase 1a&b)

A planning application (reference 24/04519) was lodged in March 2024 for permission for a development comprising the construction of 99no. residential units (comprising 95no. 2-,3-,4- bed semi-detached house and townhouses and 4 no. 1- and 3-bed duplex/apartment units), creche and all associated ancillary site development works including vehicular access, parking, footpaths, drainage, amenity areas, and wastewater treatment plant at Castlepark, Castlelands (townland), St Joseph's Road, Mallow, Co. Cork. This planning application (reference 24/04519) comprises Phase 1a&b of this LRD submission with a proposed opening year of 2026 and a revised total number of units of 98 following design changes at request for additional information from CCC.

5.2 Spa-Glen (LRD)

A planning submission has been made for a large-scale residential development of 186 new units and a creche 1km Northwest of the proposed site. At the instruction of Cork County Council during a consultation, the TTA prepared for the Spa-Glen development has been examined and the proposed development traffic has been incorporated into this assessment report. The Spa Glen generated traffic impacts the Castlelands generated traffic at primarily 3no. junctions, Junction 6, Junction 8, and Junction 9. The Spa Glen generated traffic has been included in the background traffic at the existing junctions. The TTA notes that the development is proposed to open in 2026, the same year as the LRD Phase 1a&b.

Figure 5-1 to Figure 5-3 below is the Spa Glen Development-generated traffic impact at the junctions, which coordinate with the proposed Castlelands development-generated traffic. Surveyed traffic data is shown in black colour, background traffic including Spa Glen development shown in red. Junctions 4, 5, and 6 in the Spa Glen development assessment are noted as J6, J8, and J9 respectively in this assessment.

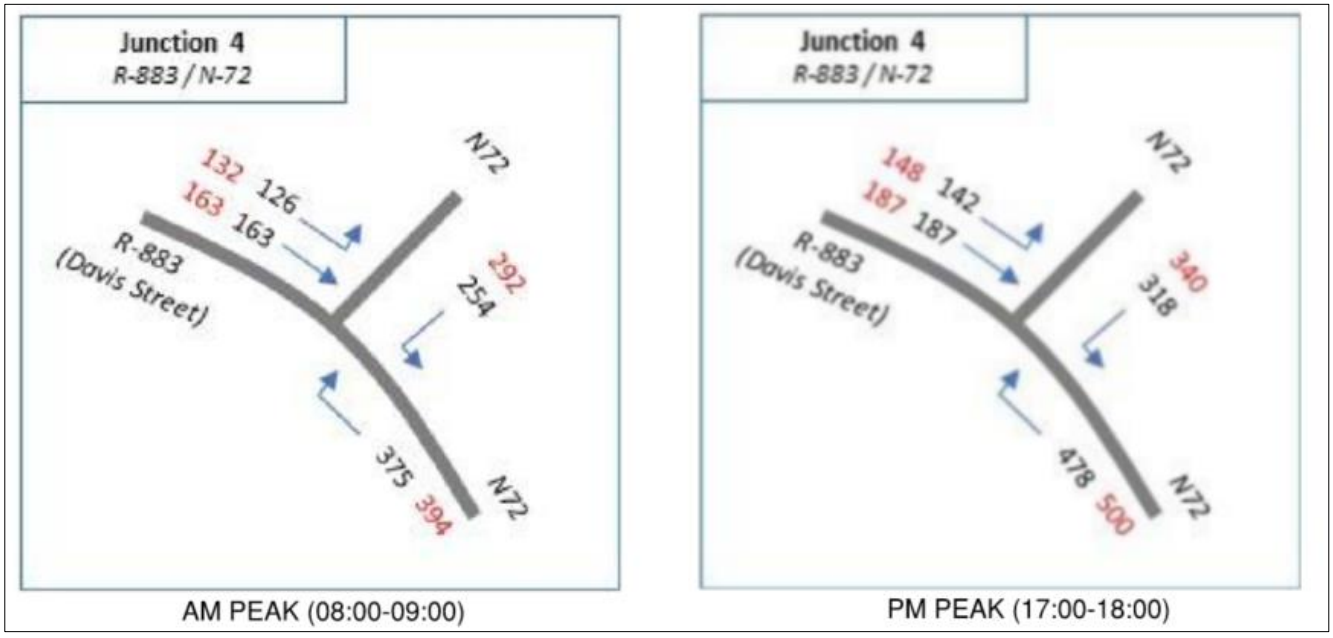


Figure 5-1 Spa-Glen LRD generated traffic at Junction R-883-0/ N-72-385 (Site 6).

Extract from Spa Glen Mallow TTA Report

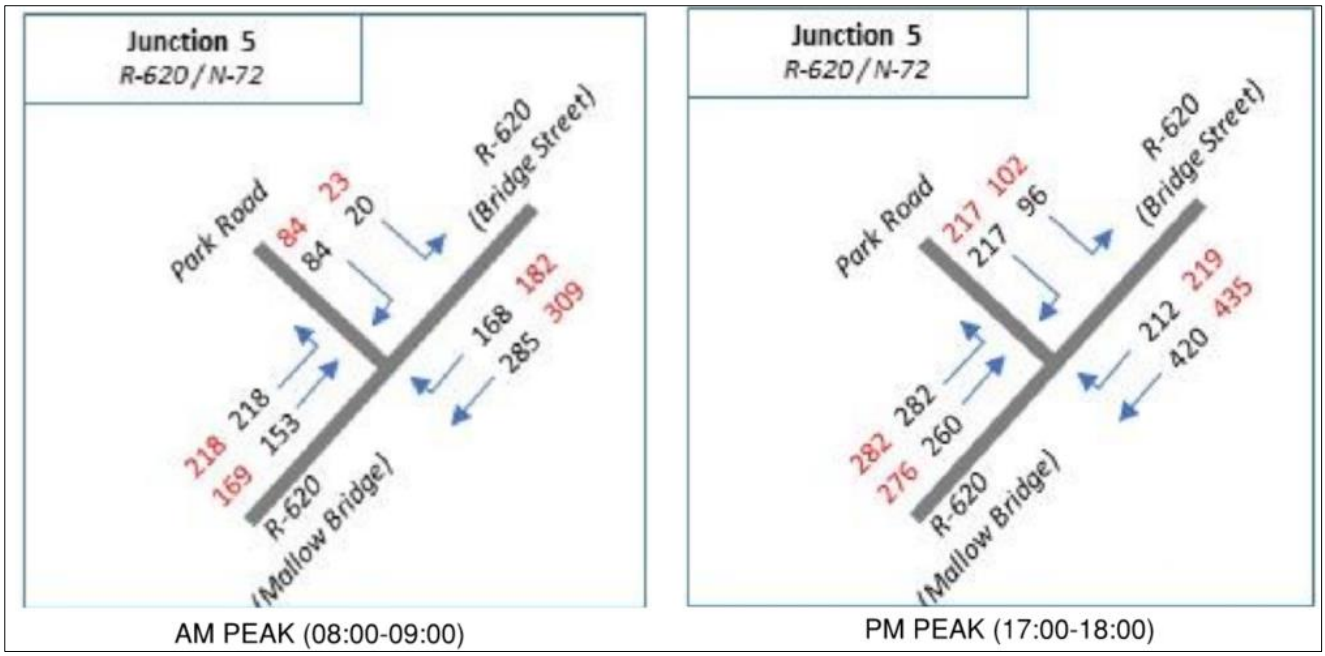


Figure 5-2 Spa-Glen LRD generated traffic at Junction N-72-385/ Park Road, N-72-380/ Mallow Bridge (Site 8).

Extract from Spa Glen Mallow TTA Report

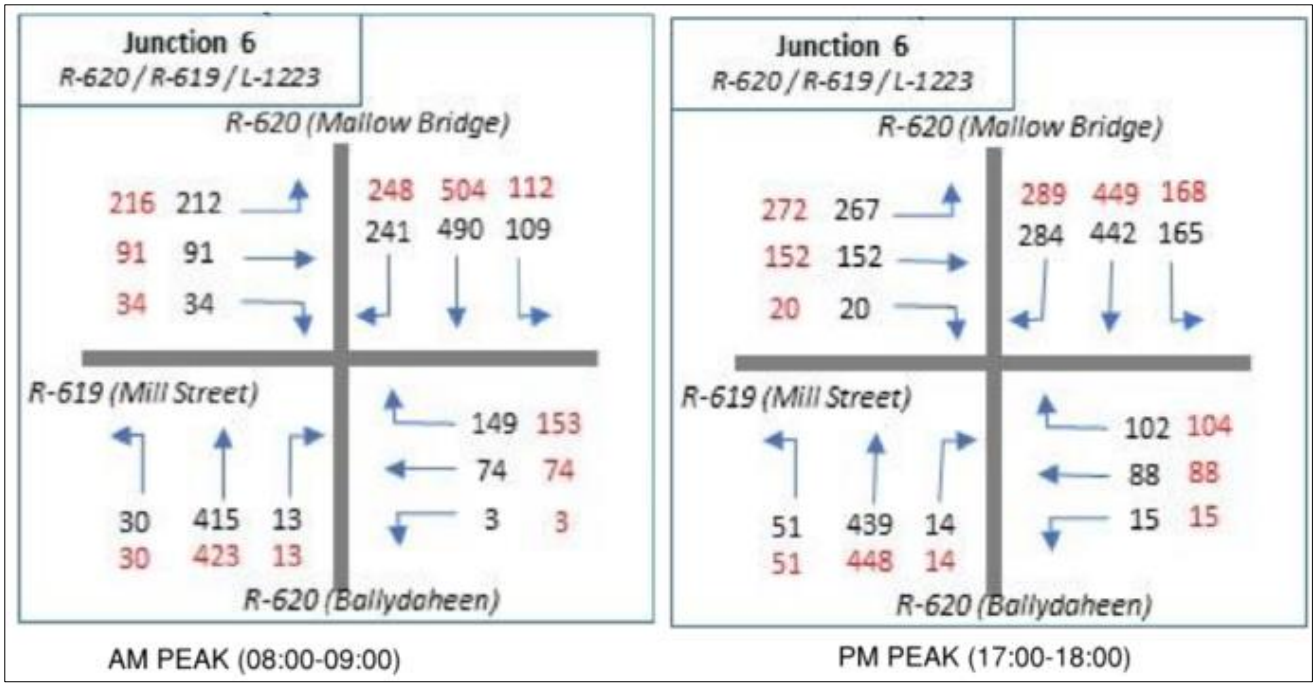


Figure 5-3 Spa-Glen LRD generated traffic at Junction Mallow Bridge & Ballydaheen, R620-28/ Mill Street, R-619-399/ Bearforest, L-1223-0 (Site 6).

Extract from Spa Glen Mallow TTA Report

5.3 Aldworth Heights (Section 177AE Notice)

At the request of the Cork County Council, we have included the Aldworth Heights development, in our traffic modelling. The planning for the development has now been submitted to An Bord Pleanala under Section 177AE and is titled "Proposed Development of 138 Residential Units and a Creche, on lands at Spa Glen Mallow, Co. Cork." This proposed development has been assessed in accordance with Table 5-1 below considering the application submission did not include a TTA. The scenarios including Aldworth Heights generated traffic are shown later in this report. The development is proposed to open in 2026.

Table 5-1 Estimated AM and PM peak hour traffic (PCUs) generated by the proposed Aldworth Heights developments

Land Use	Calculation Factor		Trip rate*				Additional Number of Trips			
			AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arriv	AM Depart	PM Arriv	PM Depart	AM Arriv	AM Depart	PM Arriv	PM Depart
Private Houses/Apartments		154	0.346	0.731	0.538	0.500	53	113	83	77
Creche**	7.9		3.123	2.226	1.740	2.485	25	18	14	20
Total							**78**	**130**	**97**	**97**

*trip rates generated from traffic counts undertaken in October 2023 – note results are more conservative than those for Castlelands and significantly more conservative than TRICS trip rates

**creche is assumed to be similar in size to Castlelands creche for the purposes of this assessment

Table 5-1 above indicates 154 proposed units, reflecting the initial development plan used in this TTA. The planning submission occurred after this analysis. It is important to note that the higher number of units has been retained in the analysis, adopting a conservative approach.

5.4 Part X Mallow Town Park

As part of the Part X Mallow Town Park Proposed Improvement Works, which comprise of enhancement of existing park entrances and construction of new entrances, widening of existing footpaths from 2m to 3m, and widening pedestrian bridge crossing of the Caherduggan/Spa Glen stream, construction of new footpaths, reconfiguration and enhancement of existing grass playing pitches and training area, construction of multi-use events area and jogging/ walking trail, construction of 5no. angling stands on the banks of the River Blackwater, redevelopment of existing playground, construction of skate plaza and pump track, construction of bike and car parking areas, undergrounding of existing overhead 10kV powerlines, park fencing/gates; signage; drainage; furniture; planting; and all associated site development and landscaping works. The improvement works will greatly improve the sustainable mobility options for residents of the proposed development and are discussed in greater detail is subsequent sections.

5.5 St Mary's Secondary School (Ref: 21/5714)

The proposed development includes the construction of new prefabricated school building incorporating 4 general classrooms, office and toilet facilities, connection of foul and surface water sewer systems, relocation of existing car parking to existing tennis court along with all ancillary site works.

No allowance for additional traffic has been included in this analysis for the extended school development. This extension project will have a minor impact on the surrounding road network and the generated traffic will mimic existing school traffic.

5.6 Scoil Aonghusa CNS, Kingfort Avenue, Castlepark Village, Castlelands (Ref: 22/6156)

Cork Education & Training Board School has been granted conditional permission for construction of a single storey extension to existing school incorporating a special educational needs base and associated facilities, alterations to north east and north west elevations of existing school and all associated site works including the construction of a soft fall play area and retaining wall with fencing.

No allowance for additional traffic has been included in this analysis for the extended school development. This extension project will have a minor impact on the surrounding road network and the generated traffic will mimic existing school traffic.

6 Proposed Development

The proposed development consists of 469 no. residential units, 1 no. crèche on site and an upgrade of former lodge to provide an interpretative centre/cafe. The LRD comprises of 5no. development phases namely 1a, 1b, 1c, 2 and phase 3. Phase 1a and 1b of this LRD are being assessed under a different planning application **24/04519**.

The layout is outlined on a series of architectural, engineering and landscaping plans that should be viewed in conjunction with this report.

6.1 Parking

A detailed Parking Management Plan has been prepared by Hegsons Design Consultancy Ltd and has been included in the LRD package. The plan outlines car and cycle parking proposals for the proposed development.

6.2 Internal Layout

The layout of the proposed development is detailed in the architect and landscape architect's drawings submitted as part of this application. The layout of the proposed development was subject to a Road Safety Audit and Quality Audit, the recommendations of these audits, along with considerations in response to the RFI request from CCC have led to the integrated updates to the site plan. Traffic and mobility design considerations are addressed in further detail within the Engineering Reports.

6.2.1 DMURS

A full independent DMURS Compliance Statement has been prepared by Hegsons Design Consultancy Ltd and has been included in the LRD package.

6.2.2 Visibility Splays

The site layout has been developed to provide adequate turning provision and fire tender access. Forward visibility and visibility splays have been provided on the basis of the requirements of Sections 4.4.4 and 4.4.5 of the DMURS manual. Compliance with the requirements is set out on the relevant Engineering drawings which accompany this planning application under separate cover.

6.2.3 Vehicle Manoeuvring

Autotrack analysis has been undertaken to ensure there are no issues with swept paths and manoeuvrability of fire appliances, refuse vehicles, buses, and other heavy goods vehicles as indicated in drawings included in the planning documentation.

6.3 Site Connectivity

The main entrance from St Joseph's Road is an existing vehicular access to Castle Crest, with 4 No. vehicular access points to the proposed development to be formed along the existing Kingsfort Avenue and Maple Square to access local streets which disperse traffic to various parts of the site. These link streets are designed in line with DMURS and have been subject to a Road Safety Audit and Quality Audit as part of the Planning Application process. All recommendations of the audits have been incorporated into the current design of the proposed scheme.

The proposed layout for the development is detailed in the series of drawings by Deady Gahan Architects accompanying this report and an extract is included in Figure 6-1.

Figure 6-1 Site Layout

Refer to extract from the architect's layouts showing vehicular entrance points in Figure 6-2 below. As the development has connectivity links to existing estate roads these have also been subject to a quality audit. The junctions have also been assessed as part of the modelling to ensure that there is not an adverse impact on the existing estate junctions.

Figure 6-2 Site Layout Extract showing Access Arrangements

As described in Section 3.4.3 of this report, the site is only indirectly serviced by public transport. The nearest bus stop is located on Park Road (Bus Stop 631061), which is approximately 1.4km (19-minute walk) from the site. Mallow Train Station is located approximately 2km by foot (28-minute walk) or 3.3km by bicycle (12-minute ride).

As described in Section 4 of the report, there are two major public road and active travel improvement schemes:

1) N72/N73 to N20 Mallow Relief Road;
2) N/M20 Cork to Limerick Road Improvement Scheme.

Both schemes incorporate active travel infrastructure for pedestrians and cyclists, as well as enhancements to public transport, as detailed in the aforementioned section.

Improving public transport provision is beyond the control of the applicant. However, the anticipated increase in population could prompt Cork County Council, Bus Éireann, and other bus transport companies to introduce additional bus links to service St. Joseph's Road catchment.

The Cycle Connects project, if realised, will benefit Mallow by enhancing sustainable travel through a safe, accessible, and convenient cycling network. This initiative aims to connect more people to more places, proposing cycling links in key urban and rural areas, including connections between towns and villages. Existing and planned cycle routes, such as greenways and blueways, are integrated into the plan. An extract from Cycleconnects is shown in Figure 6-3 below and confirms that the site is in a strategic position in relation to the proposed cycle infrastructure.

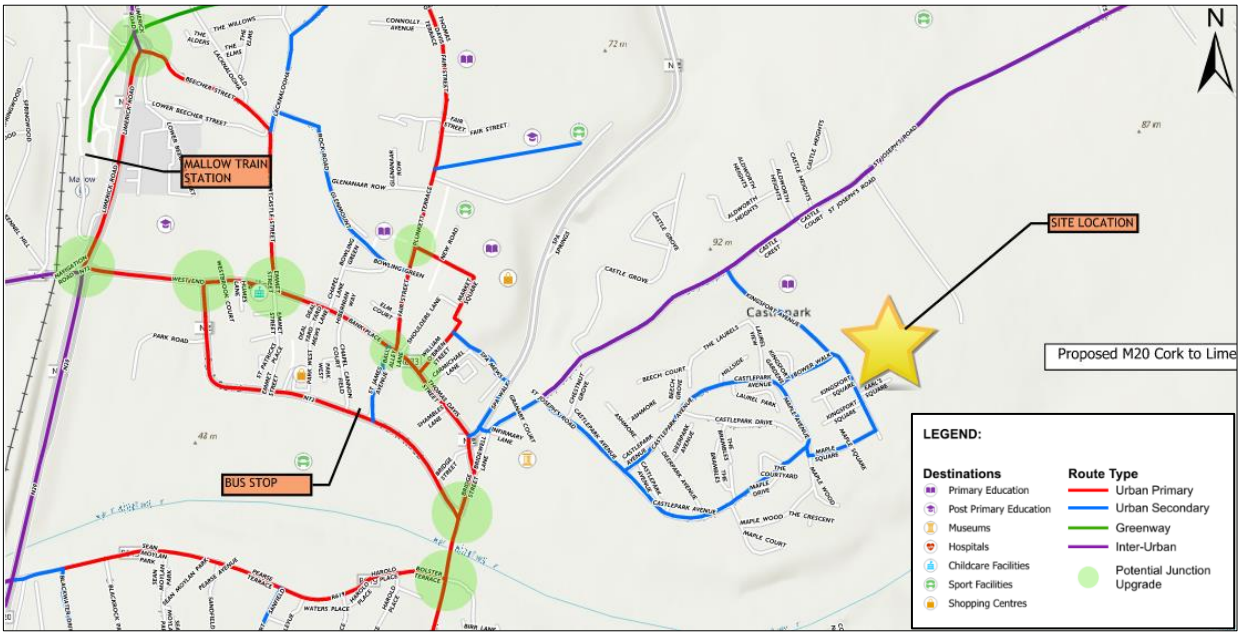


Figure 6-3 Extract from CycleConnects' Proposed Mallow Urban Cycle Network

To compensate for the absence of the aforementioned public projects, the proposed development includes robust measures aimed at enhancing connectivity within the development and the surrounding residential area. These measures aim to improve accessibility to public transport, nearby parks - including the Part X approved Mallow Town Park project - and Mallow Town Centre.

The proposed shared pedestrian/cycle greenway route within the development will establish a link from the existing residential area to the west and north, connecting to the existing river walk and the Part X approved Mallow Town Park project via a 3.5m wide shared path. It is noted that a number of the works have already been undertaken to date, however a number of works are still be completed. These are summarised below. The applicant proposes to CCC that the works could be undertaken with a special contribution and is willing to work with CCC to ensure that connectivity is achieved.

1. Provide a Part M compliant link from Castlepark to the River Walk.
2. Widen the footpath from Caherduggan Stream to the point where it meets the newly constructed 3m path on the western side of the Town Park.
3. Replace the existing steel bridge with a new 3m wide concrete bridge to match the design of the 3 No. existing concrete bridges along the Greenway.
4. Provide Public Lighting along the Greenway within the development, along the River Walk and to the under-cross at Mallow Bridge within the applicant's ownership boundary. The proposed lighting will be solar powered bollard lighting suitable for a flood plain environment. It will be a matter for Cork County Council to provide lighting within the Town Park.
5. A Quality Audit of the exiting footpaths together with a proposal for remedial works identified is to be undertaken to ensure improved connectivity for pedestrians from:
    a. Bower Walk & Castlepark Avenue to St. Joseph's Road
    b. St. Joesph's Road to the Upper Entrance/School Site

The Applicant has already facilitated the installation of the River Walk on his lands which includes footpaths, cycleways, neighbourhood plantation, angling decks and bridge crossings on their landholdings and is committed to working with CCC on the further works required. The Applicant has also facilitated the construction of a new entrance from Castlepark Avenue to Mallow Castle Playground and Mallow Castle itself. These are exceptional amenities which serve the proposed development but also serve the wider community of Mallow Town.

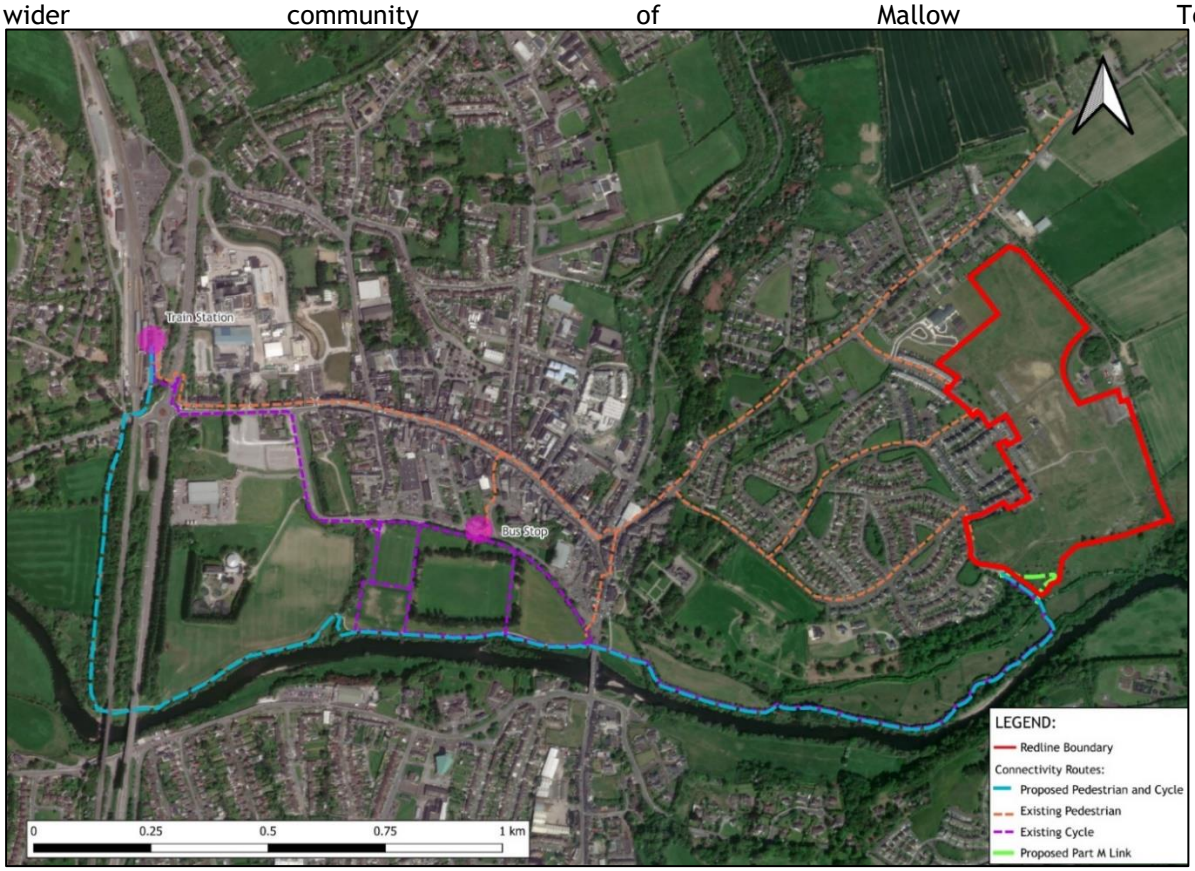


Figure 6-4: Proposed Connectivity Routes from the Development

6.4 Development Phasing

The proposed development is applying for a 10-year approval. The phases and predicated opening years of the proposed development are shown below:

Table 6-1 Large Residential Development Phases and Estimate Completion Date

Phase	Units	Completion Date
*Phase 1a	49	2026
*Phase 1b	49	2026
Phase 1c	90	2028
Phase 2	161	2030
Phase 3	120	2032
TOTAL	**469**	2032

*Subject of separate planning application (reference 24/04519)

Figure 6-5 below is the proposed layout of the different phases of the LRD.

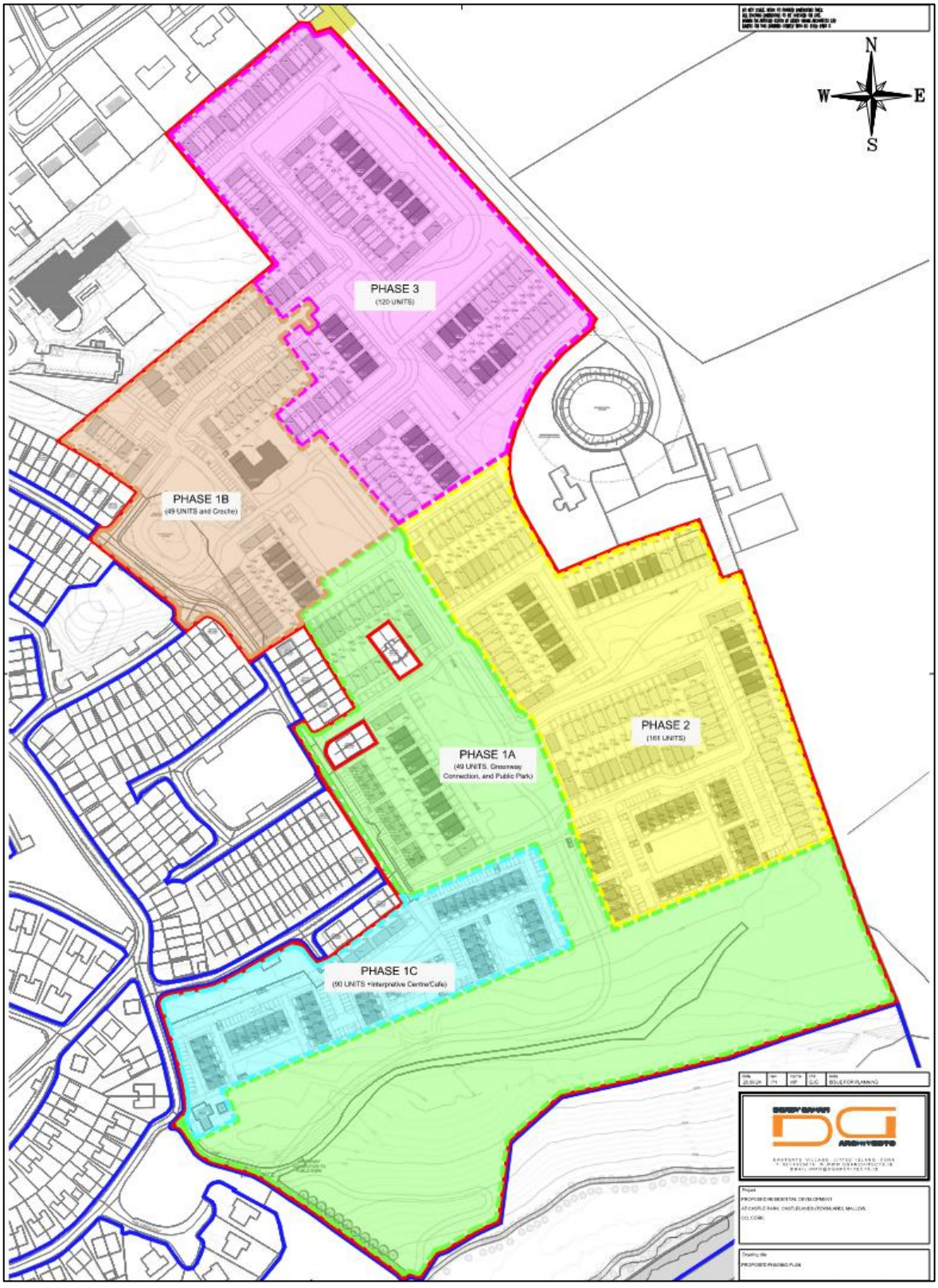


Figure 6-5 LRD development proposed units

7 Person Trip Generation

7.1 Generated Vehicle Trips

The purpose of this section is to determine the overall number of trips that will be generated by the proposed development. The proposed development includes residential units and creche facilities as detailed in Section 6.

7.1.1 Proposed Residential Trip Rates

Surveyed Rates:

To estimate the likely volumes of traffic that will be generated by the residential units within the proposed development, **trip rates were calculated based on the traffic counts** undertaken at the existing Castle Crest residential development located adjacent to the proposed development on Thursday 5th October 2023. There are approximately 500 existing residential units within the Castle Crest Development. Figure 7-1 & Figure 7-2 below shows the number of trips observed from the existing 500 residential units during the traffic counts.

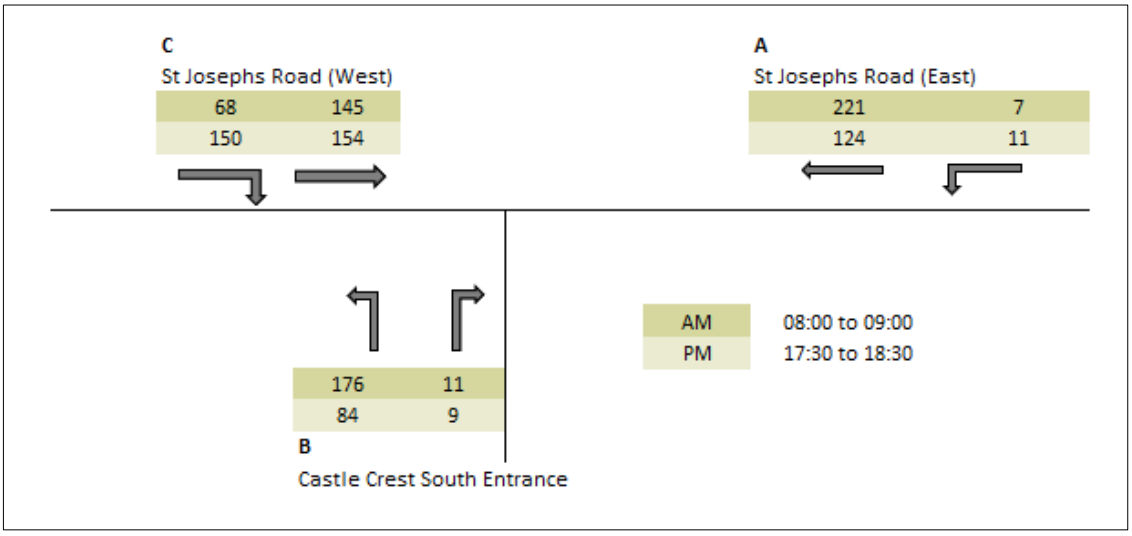


Figure 7-1 Castle Crest South - St Josephs Road Junction 3 - 2023 Surveyed Traffic Flows (PCUS)

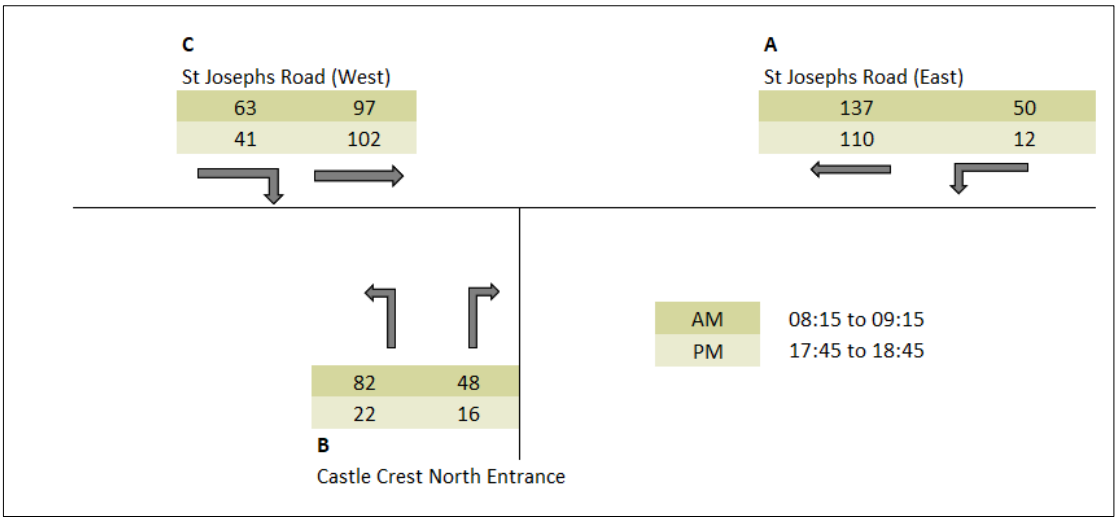


Figure 7-2 Castle Crest North - St Josephs Road Junction 2- 2023 Surveyed Traffic Flows (PCUS)

The converted trip rates (based on 500 units) are shown in Table 7-1 and were used for the calculation of the proposed development residential traffic only.

Table 7-1 Trip Rate Comparison for Residential Units

Residential Units	Calculated Surveyed Residential Trip rate			
	AM Peak		PM Peak	
	AM Arriv	AM Depart	PM Arrive	PM Depart
Surveyed Trip Rates	0.385	0.650	0.439	0.269

It is important to note that the calculated AM peak arrivals and departures are skewed upward by the presence of an existing school within the existing estate, however, a conservative approach has been adopted and the surveyed trip rates have not been modified.

TRICS:

Trip rates based on TRICS data were also generated for the proposed development residential unit to compare with trip rates generated from survey counts. Full details of the TRICS analysis are reproduced in Table 7-2. While the proposed development is a mixture of houses and duplexes/apartments, separate trip rates for the varying residential units have not been applied. Justification for this is that duplexes/apartments would generally have lower trip rates associated with them, however, due to the location of the proposed development and the lack of public transport facilities in the area, a conservative approach has been taken to apply the same trip rate for each residential unit type.

Table 7-2 TRICS Trip Rate Comparison for Residential Units

Residential Units	TRICS Residential Trip rate			
	AM Peak		PM Peak	
	AM Arriv	AM Depart	PM Arrive	PM Depart
TRICS Trip Rates (not used)	0.137	0.373	0.345	0.167

Summary:

The difference between trip rates generated for the residential units shown in **Table 7-2** and the calculated trip rates are shown in **Table 7-1** differ since TRICS calculates trip rates based on averaged, factored survey information used to generate a database. The database can be used to provide general guidance on possible trip rates for different types of developments. In cases where existing data can be used to calculate site-specific trip rates, the calculated trip rates would provide more reliable data.

Therefore, the residential trip rates from Table 7-1 have been used in the analysis going forward, which are the most conservative rates to use.

7.1.2 Proposed Creche Trip Rates

Trip rates recommended by TRICS (Trip Rate Information Computer System) were extracted from the database and applied pro-rata to the creche facilities within the development.

Table 7-3 TRICS Trip Rate for Creche

Creche	TRICS Trip rate			
	AM Peak		PM Peak	
	AM Arriv	AM Depart	PM Arrive	PM Depart
TRICS Trip Rates (not used)	3.123	2.226	1.740	2.485

Trip rates for creche have been assessed separately as no trip rates can be deduced from the existing traffic. TRICS was used to determine trip rates for the proposed creche based on the gross floor area.

It is conceivable that the trips generated by the residential development will include trips to the creche. **As a conservative approach, the trips generated by the creche have not been offset from the residential units generated trips**. This conservative approach accounts for trips to the creche originating from other residential developments in the area.

7.1.3 Total Generated Vehicle Trips

Table 7-4 below shows the total calculated phased development traffic based on the above trip rates discussed and proposed development phasing over the 10-year planned approval.

Table 7-4 Estimated AM and PM peak hour traffic (PCUs) generated by proposed development

Land Use		Calculation Factor		Trip rate				Additional Number of Trips			
				AM Peak		PM Peak		AM Peak		PM Peak	
		GFA	No. of Units	AM Arriv	AM Depart	PM Arriv	PM Depart	AM Arriv	AM Depart	PM Arriv	PM Depart
Opening year 2026	Phase 1 (a + b) Private Houses/Apartments		98	0.385	0.650	0.439	0.269	38	64	43	26
	Creche	788.6		3.123	2.226	1.740	2.485	25	18	14	20
	Phase 1 Total (*planning application 24/04519)							**62**	**82**	**57**	**46**
Design year 2031	Phase 1c Private Houses/Apartments		90	0.385	0.650	0.439	0.269	40	24	40	24
	Interpretive Centre/Cafe	58.7		3.835	2.065	1.282	3.205	2	1	1	2
	Phase 1(a + b + c) Total							**104**	**107**	**97**	**72**
	Phase 2 Private Houses/Apartments		161	0.385	0.650	0.439	0.269	61	103	69	43
	Phase 1 & 2 Total							**166**	**211**	**168**	**115**
Design year 2041	Phase 3 Private Houses/Apartments		120	0.385	0.650	0.439	0.269	46	78	53	32
	LRD Total (Phase 1,2,3)							212	289	221	148

7.2 Modal Split Discussion

Analysis of the generated trips from the proposed development has conservatively assumed that the majority of the trips will be vehicle trips. According to Cork County Development Plan 2022-2028, a modal share target for car travel from 77.47% in 2016 to 60% in 2040 is planned. Table 7-5 below shows the predicted mode share between 2016-2040.

Table 7-5 Mode Share between 2016 -2040

(Source: Table 12.3 and Table 12.5 of Cork County Development Plan 2022-2028)

Commuting to or within	Year	% travelling to work by private car	%travelling to work by walking	%travelling to work by Cycling	%travelling to work by public transport
Mallow	2016	77.47	9.57	0.71	0.78
	2040	60	14	4	11

To assess the existing modal split and existing travel patterns, Census 2022 data was reviewed. Table 7-6 shows the modals split according to National Census Data 2022 for Mallow.

Table 7-6: Modal Split as assessed by National CENSUS 2022

(Source: Central Statistics Office https://visual.cso.ie/?body=entity/ima/cop/2022&boundary=C04166V04937**)**

Commuting to or within	% travelling to work by private car	%travelling to work by walking	%travelling to work by Cycling	%travelling to work by public transport	% Mainly Working from Home	Not stated
Mallow	70.1	9.6	0.5	7.3	6.7	5.8

National Census 2022 data shows that in the year 2022, the percentage of private vehicles had reduced to 70.1%. This suggests that the rate of private vehicle trips is reducing faster than predicted in the Development Plan. This is a great achievement for the local area given the lack of sustainable modes of transport in the area.

Table 7-7 shows the proportion of generated trips estimated to be vehicle trips according to the CCC Development Plan 2022-2028 Modal split targets. Through interpolation, estimated modal share percentages were deduced for the baseline and design years.

Table 7-7 Modal Proportion of Generated Trips for Private Cars

Year	Modal Share of Car (Interpolated based on CCC Development Plan)	% Change (2023 Baseline Year)
2016	77.47%	
2023 Baseline Year	72.57%	
2026 Opening Year	70.47%	-1.45%
2031 Design Year	66.83%	-3.6%
2041 Design Year	60%	-11.87%

Table 7-7 shows an estimated reduction to 72.57% in the baseline year 2023 from 77.47% in 2016, higher than the National Census for 2022 (70.1%). As a conservative approach, the interpolated Development Plan target values in Table 7-7 will be used for modal split analysis assuming the existing trend of reduced private vehicle use reduces with time.

As shown in Table 7-7, by design year 2041 there is potential for a reduction of 11.87% in traffic based on the CCC Development Plan modal split targets. It should be noted that the reduction will apply to background traffic flows, the proposed development and other developments accessing the local road network.

The site's proximity to the town centre and availability of sustainable modes of transport as described in the MMP support this modal shift prediction. The positive trend of modal shift is therefore expected to continue.

8 Trip Assignment and Distribution

This section assigns the trips calculated in Section 7.1.3 to the surrounding road network. Figure 8-1 below shows the existing main junctions at which the development traffic will access St Joseph's Road.

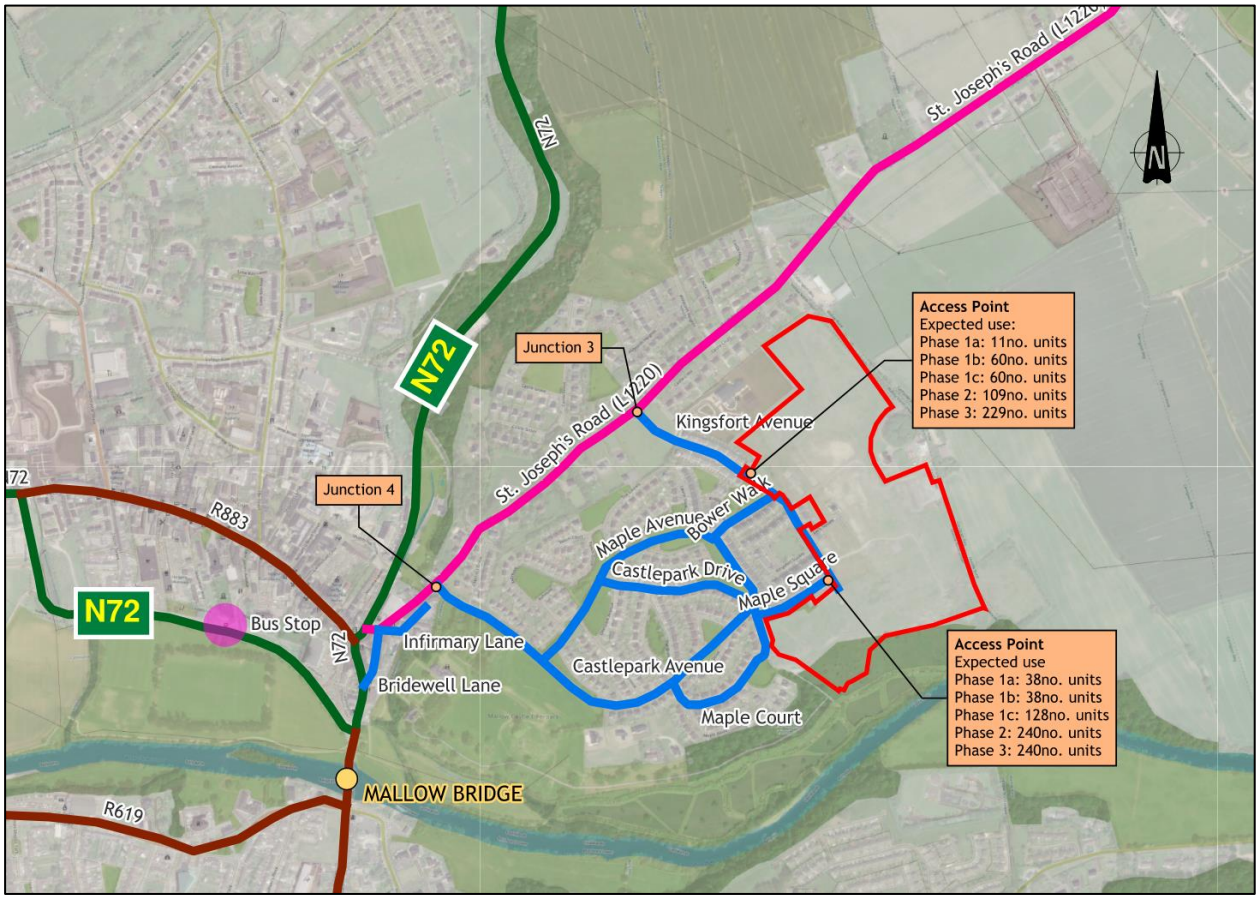


Figure 8-1: Traffic distribution along St Josephs Road.

As the proposed development will connect to the main road network via the existing Castlelands residential development utilising Junction 3 and Junction 4, distribution of the traffic within the existing estate was apportioned based on the number of units proposed off each existing road. This is a logical approach assuming that vehicles will choose the direct route available to access St Joseph's Road.

Once distributed to either Junction 3 or 4, the development traffic distribution at each junction is based on existing peak traffic time distribution as surveyed in 2023. The existing traffic distributions at Junction 3 and Junction 4 are shown in Figure 8-2 and Figure 8-3.

It is possible that as the surrounding road network gets more backed-up, drivers may use alternate routes to avoid delays. However, the surveyed distribution is considered the most appropriate for the proposed development traffic as it represents the measured current driver choice based on current peak traffic times in the town.

It should also be noted that the future transport proposals discussed in Section 4, once delivered, are expected to alter traffic patterns and reduce the amount of vehicle-generated trips that will access the town centre. Therefore, the surveyed distribution is considered conservative for the later design years of 2031-2041 when these projects could realistically be delivered.

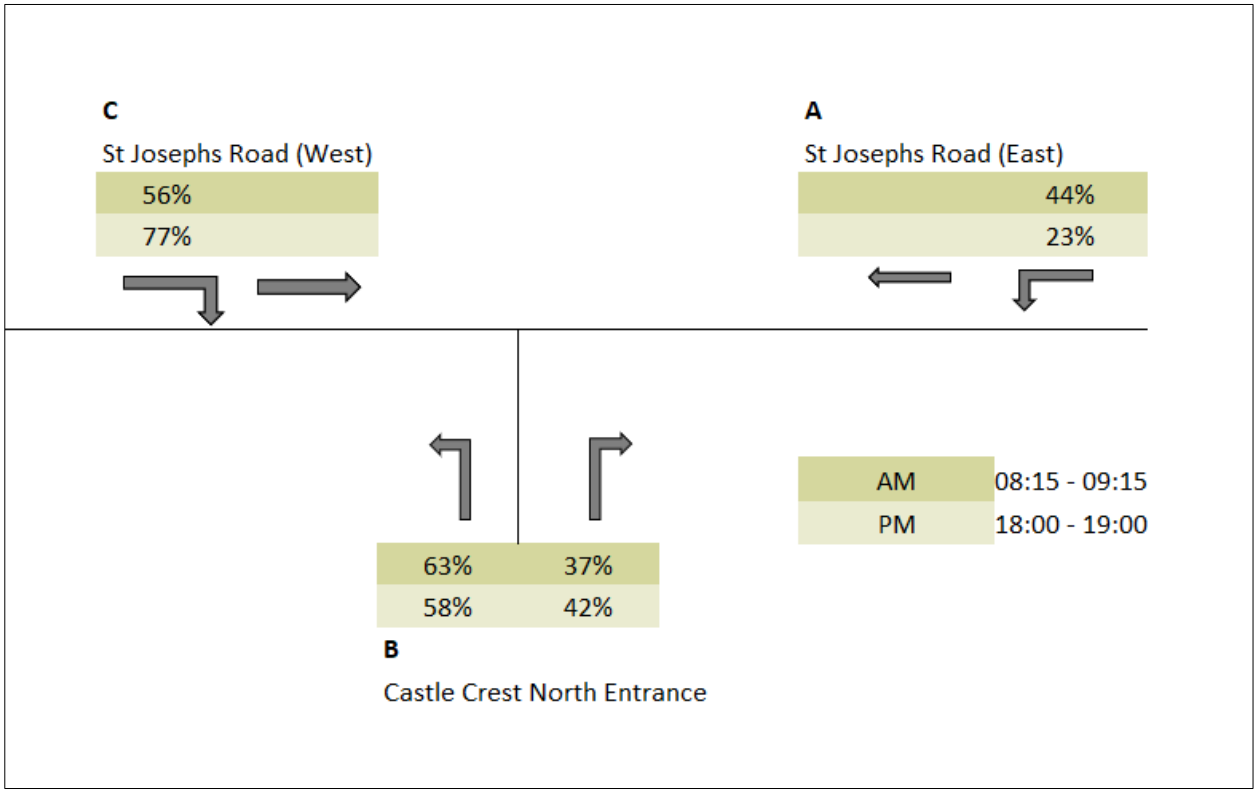


Figure 8-2 Junction 3 (St. Josephs Road, L-1220-0 Kingsfort Avenue) Traffic Distribution Surveyed 2023

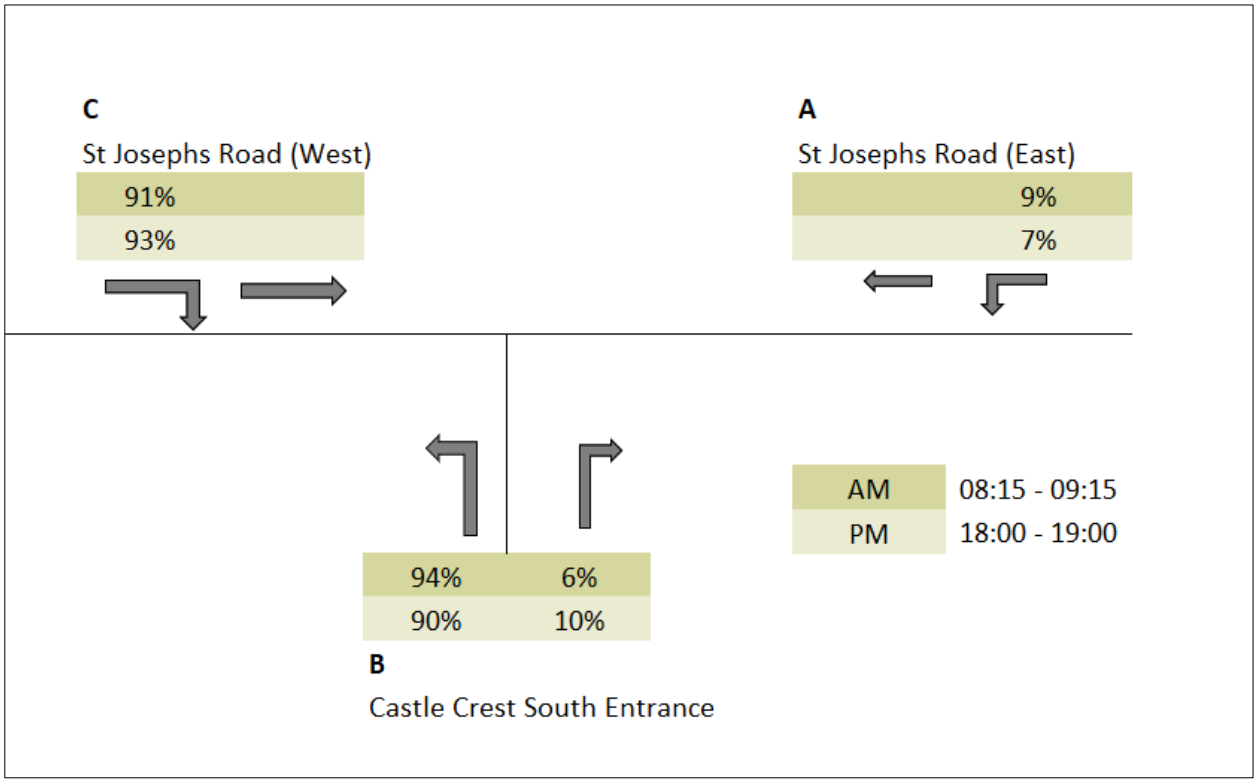


Figure 8-3 Junction 4 (St. Josephs Road, L-1220-0 Castlepark Avenue) Traffic Distribution Surveyed 2023

Figure 8-4 to Figure 8-6 show the Phased Development generated traffic distributed through the existing surrounding road network at key junctions assessed.

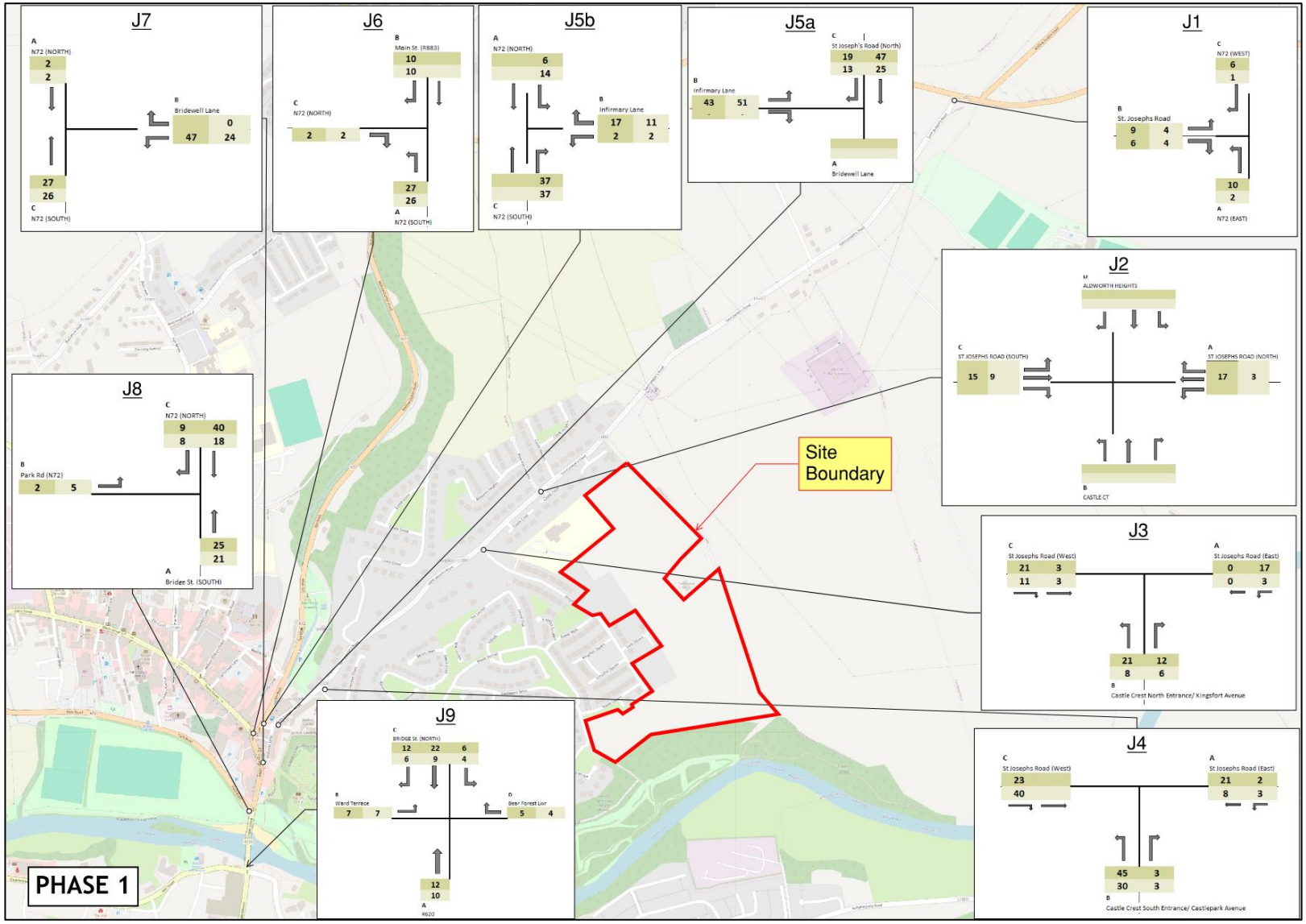


Figure 8-4 Distribution of the Proposed Phase 1a&b Development Traffic in the surrounding road network

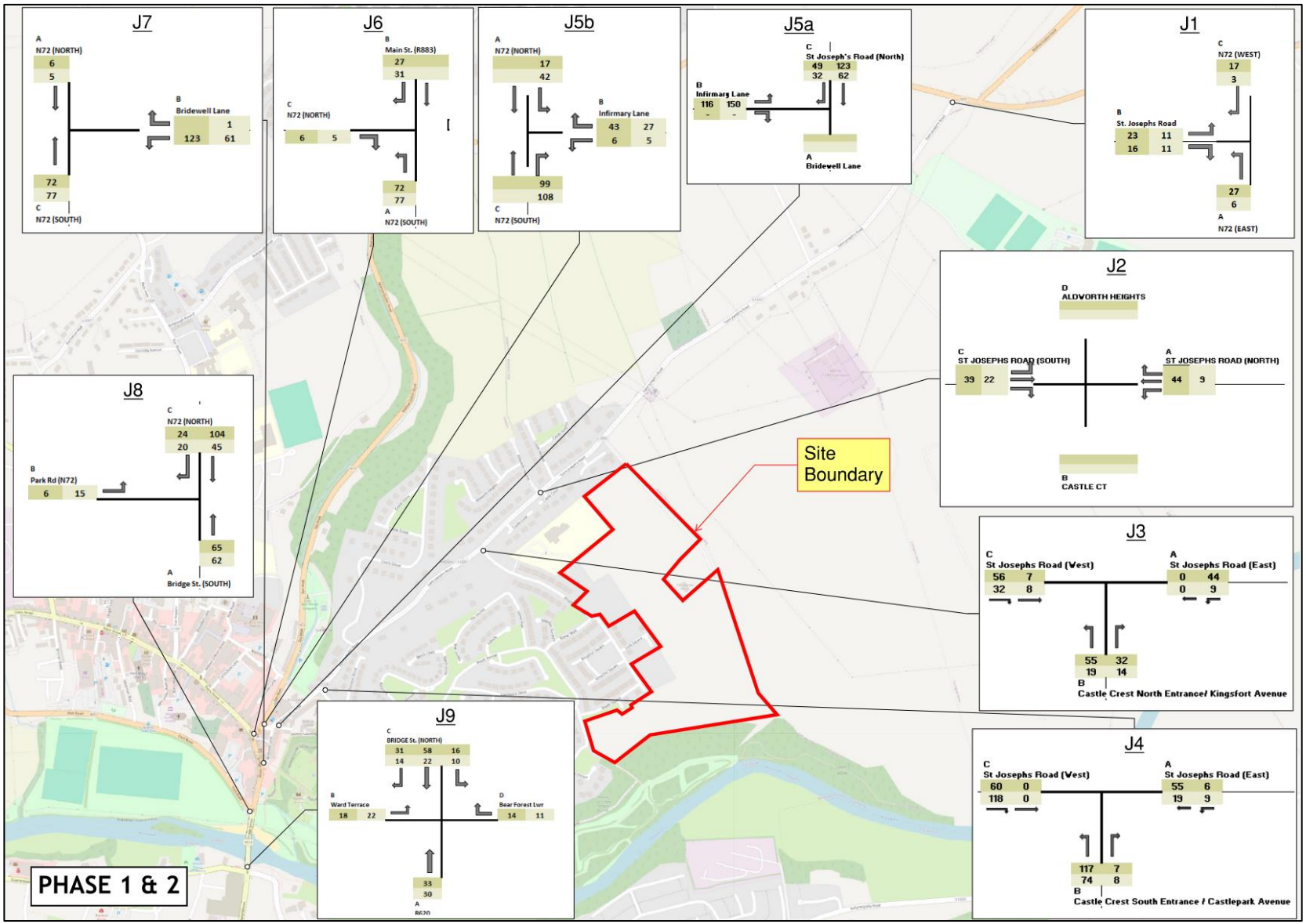


Figure 8-5 Distribution of the Proposed Phase 1 & 2 Development Traffic in the surrounding road network

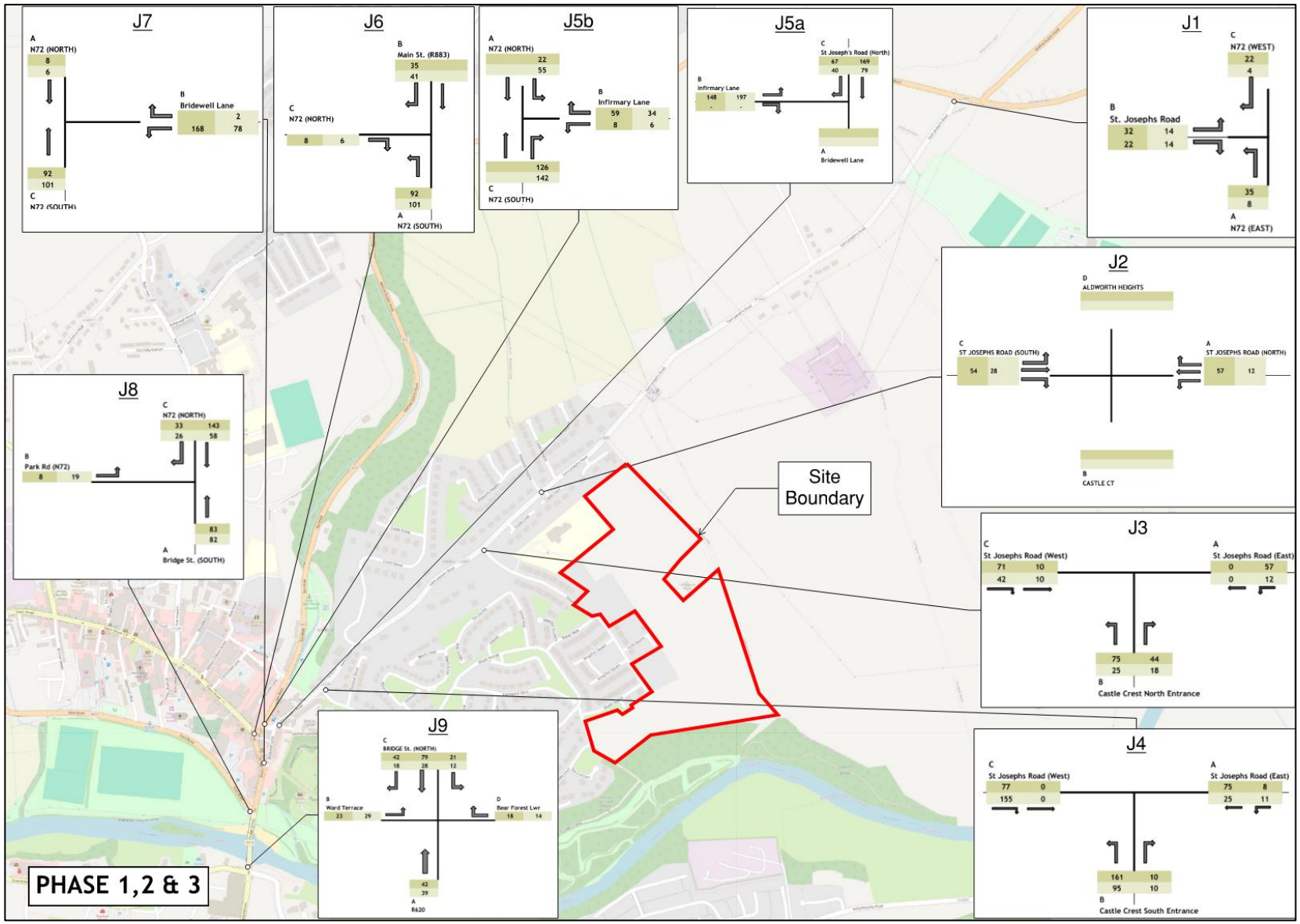


Figure 8-6 Distribution of the Full LRD Development (Phase 1, 2 & 3) Traffic in the surrounding road network

9 Traffic Forecasting

In the absence of any specific local traffic growth information, it was assumed that baseline traffic will continue to grow at the levels recommended by the TII in the Project Appraisal Guidelines (PAG) – Unit 5.3 - Travel Demand Projections publication by the TII (October 2021). The Project Appraisal Guidelines describe three levels of transport model functionality. The static model, which reflects traffic volumes on the basis of link flows, is best suited to the proposed development. Such models do not attempt any route assignment, and hence are applicable for networks where no change in traffic flows will result from a proposed scheme. We have used figures from Table 6.2 'Link-Based Growth Rates' for the Cork County area.

The year of opening of the first phase of the scheme was assumed to be 2026. A 15-year analysis period for the scheme would give a design year of 2041. The central growth factors from the Project Appraisal Guidelines – Unit 5.3 publication are appropriate and are detailed below:

- TII Link Based Growth Rates: Annual Growth Factor for 2016-2030 = 1.0189 (LVs) and 1.0377 (HVs)
- TII Link Based Growth Rates: Annual Growth Factor for 2030-2040 = 1.0087 (LVs) and 1.0160 (HVs)
- TII Link Based Growth Rates: Annual Growth Factor for 2040-2050 = 1.0078 (LVs) and 1.0200 (HVs)

With regards to the volume of traffic using the road, generally the passenger car is adopted as the standard unit and other vehicles are assessed in terms of PCU's. Cars and Light Goods Vehicles are grouped together as Light Vehicles (LV). All other Goods Vehicles, Buses and Coaches are defined as Heavy Vehicles (HV).

Estimated future baseline traffic flows on the road network in the vicinity of the proposed development were calculated by applying these factors to the 2023 surveyed flows.

10 Assessment and Road Impact

The impact on the local external road network has been assessed in this TTA. This involved examining the projected traffic flows on the local road network both 'with' and 'without' the proposed development in place. The morning and evening peak periods have been examined in order to assess the busiest case in terms of local traffic on the road network and traffic generated by the proposed development.

The proposed developments in the area which impact the surrounding network have been discussed in Section 5. The impact of these developments has been included in the assessment of the road network. The Spa Glen development only impacts junctions 6,8 and 9 and the Spa Glen generated traffic has been included in the background 'Without Development' traffic at these junctions. Aldworth Heights has been assessed separately.

10.1 Junction Analysis

The junctions as detailed in previous sections, were each assessed for the proportion of generated development traffic against the existing background traffic. Where the generated development traffic accounted for less than 5% of the existing background traffic, this indicates that the development generated traffic does not have a significant impact on the junction. TII document PE-PDV-02045 states that junction capacity modelling of that junction is not required as the predicted development trips generated are deemed to have very little impact on that existing junction. See Table 10-1 below for the calculated percentage of development trips from the proposed full LRD development against the existing traffic.

Table 10-1 Proposed Development Traffic versus Existing Background Traffic

Junction		Generated Trips		Background Traffic (2023)	Trips Compared to Background Traffic (%)
J1	Olivers Cross	AM	110	834	13%
		PM	40	768	5%
J2	Aldworth Heights	AM	110	340	32%
		PM	40	245	17%
J3	Castle Park North	AM	246	477	52%
		PM	97	303	32%
J4	Castle Park South	AM	256	628	41%
		PM	271	533	51%
J5a	Infirmary Lane & St Joseph's Road	AM	384	570	67%
		PM	316	528	60%
J5b	N72 & Infirmary Lane	AM	215	1053	20%
		PM	237	1183	20%
J6	Thomas Davis Street & N72	AM	134	987	14%
		PM	148	1088	14%
J7	Bridewell Lane & N72	AM	267	969	28%
		PM	185	1015	18%
J8	Mallow Bridge North	AM	267	1749	15%
		PM	185	1796	10%
J9	Mallow Bridge South	AM	226	1767	13%
		PM	140	1688	8%

The table shows the impact of the proposed development traffic on each of the 9no. junctions that were surveyed**. The development traffic impact on all surveyed junctions is above the TII threshold for further analysis (<5%).** Therefore, we have undertaken capacity modelling of each of the 9 No. junctions listed below following feedback from Cork County Council Engineers at a pre-planning meeting.

The following development scenarios will be analysed with and without development for all junctions:

1. Survey year: 2023
2. Opening year: 2026
3. Design year: opening year + 5 years: 2031
4. Design year: opening year + 15 years: 2041

The Junctions 9 PICADY software was used for priority junction analysis. Linsig software was used to analyse signalised junctions, namely J6, J8 and J9.

Analysis Note:

The capacity result is an indicator of the likely performance of a junction under design year loading. Due to site to site variation, there may be a standard error of prediction of the entry capacity by the formulae of + or - 15% for any site. Thus, queuing should not occur in the various turning movements in the chosen design year peak hour in 5 out of 6 peak hour periods or sites if a maximum RFC of about 85% is used. Once the capacity is at 1.0 the modelling software produces results regarding queues and delays that is unrepresentative of the actual or likely effects.

10.1.1 Priority Controlled Junction Analysis

10.1.1.1 Junction 1 - Olivers Cross

Table 10-2 Summary of Junctions 9 Analysis Results for Junction 1 Oliver's Cross

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.29	1	-	-	-	-	-	-	-	-
AM 2026 Opening Year	0.31	1	0.35	1	-	-	-	-	-	-
AM 2031 Design Year	0.35	1	0.39	1	0.45	1	-	-	-	-
AM 2041 Design Year	0.39	1	0.43	1	0.50	1	0.54	1	0.64	2
PM 2023 Survey Year	0.12	0	-	-	-	-	-	-	-	-
PM 2026 Opening Year	0.13	0	0.15	0	-	-	-	-	-	-
PM 2031 Design Year	0.14	0	0.16	0	0.20	0	-	-	-	-
PM 2041 Design Year	0.16	0	0.18	0	0.22	0	0.23	0	0.31	1

The above analysis predicts that by the Design Year 2041 Oliver's Cross junction will be operating well within the design threshold of 85% with the full LRD in operation during the AM & PM peak hours. The junction has a maximum RFC of <54% in the AM peak and <23% during the PM peak time in all scenarios. The very slight increase in queuing occurs along the St Joseph's arm as expected on the minor arm. A junction or link is defined as congested when traffic flows are at 85% of the estimated capacity of the junction or link. Therefore, the Oliver's Cross junction will not experience any significant impact from the proposed LRD. Similarly, the proposed Aldworth Heights Development will not result in congestion at the junction.

10.1.1.2 Junction 2 – Aldworth Heights/St Joseph's Road

Table 10-3 Summary of Junctions 9 Analysis Results for Junction 2 Aldworth Heights / St Joseph's Road

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.05	0	-	-	-	-	-	-	-	-
AM 2026 Opening Year	0.05	0	0.05	0	-	-	-	-	-	-
AM 2031 Design Year	0.06	0	0.06	0	0.05	0	0.06	0	-	-
AM 2041 Design Year	0.08	0	0.08	0	0.08	0	0.08	0	0.46	1
PM 2023 Survey Year	0.03	0	-	-	-	-	-	-	-	-
PM 2026 Opening Year	0.03	0	0.03	0	-	-	-	-	-	-
PM 2031 Design Year	0.05	0	0.05	0	0.04	0	0.05	-	-	-
PM 2041 Design Year	0.07	0	0.07	0	0.07	0	0.07	0	0.33	1

The above analysis shows that the Aldworth Heights/St Joseph's Road junction is relatively unaffected by the proposed LRD. Similarly, the proposed Aldworth Heights development will not result in congestion at the junction. The very slight increase in queuing occurs along the Aldworth Heights arm as expected on the minor arm in the proposed development.

10.1.1.3 Junction 3 - St Joseph's Road & Kingsfort Avenue (North)

Table 10-4 Summary of Junctions 9 Analysis Results for Junction 3 Kingsfort Avenue_St Joseph's Road

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.15	0	-	-	-	-	-	-	-	-
AM 2026 Opening Year	0.16	0	0.20	0	-	-	-	-	-	-
AM 2031 Design Year	0.17	0	0.22	0	0.29	0	-	-	-	-
AM 2041 Design Year	0.19	0	0.24	0	0.30	0	0.35	1	0.37	1
PM 2023 Survey Year	0.08	0	-	-	-	-	-	-	-	-
PM 2026 Opening Year	0.08	0	0.10	0	-	-	-	-	-	-
PM 2031 Design Year	0.09	0	0.11	0	0.15	0	-	-	-	-
PM 2041 Design Year	0.10	0	0.12	0	0.16	0	0.18	0	0.18	0

The above analysis predicts that by the Design Year 2041, the existing junction will operate well within the design threshold with the full LRD development in operation during the AM and PM peak hours. Similarly, the proposed Aldworth Heights development will also not result in congestion at Junction 3. The maximum reported queuing occurs on the Castle Crest Street arm as expected on the minor arm in the existing residential development. Maximum queuing predicted on this junction during the peak hours is considered negligible up to the design year 2041.

10.1.1.4 Junction 4 - St Joseph's Road & Castlepark Avenue (South)

Table 10-5 Summary of Junctions 9 Analysis Results for Junction 4 Castlepark Avenue_St Joseph's Road

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.27	1	-	-	-	-	-	-	-	-
AM 2026 Opening Year	0.29	1	0.36	1	-	-	-	-	-	-
AM 2031 Design Year	0.32	1	0.39	1	0.50	1	-	-	-	-
AM 2041 Design Year	0.35	1	0.42	1	0.53	1	0.61	2	0.65	2
PM 2023 Survey Year	0.31	1	-	-	-	-	-	-	-	-
PM 2026 Opening Year	0.33	1	0.41	1	-	-	-	-	-	-
PM 2031 Design Year	0.36	1	0.45	1	0.62	2	-	-	-	-
PM 2041 Design Year	0.40	1	0.49	1	0.66	2	0.74	3	0.84	6

The above analysis predicts that by the Design Year 2041 Junction 4 would be operating well within the design threshold with the full development in operation during both the AM and PM peak hours. Similarly, the proposed Aldworth Heights development will not result in congestion at the junction. The increase in queuing occurs on the Castlepark Avenue arm as expected on the minor arm in the existing residential development. Maximum queuing predicted on this junction increases when the Aldworth Heights development is in operation for all the design years analysed.

10.1.1.5 Junction 5a – Infirmary Lane & St Joseph's Road

Table 10-6 Summary of Junctions 9 Analysis Results for Junction 5a Infirmary Lane_St Joseph's Road

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.4	1	-	-	-	-	-	-	-	-
AM 2026 Opening Year	0.43	1	0.51	1	-	-	-	-	-	-
AM 2031 Design Year	0.46	1	0.55	1	0.69	2	-	-	-	-
AM 2041 Design Year	0.51	1	0.59	2	0.73	3	0.79	4	0.84	5
PM 2023 Survey Year	0.63	2	-	-	-	-	-	-	-	-
PM 2026 Opening Year	0.67	3	0.77	3	-	-	-	-	-	-
PM 2031 Design Year	0.73	3	0.83	4	1.02	20	-	-	-	-
PM 2041 Design Year	0.79	4	0.89	7	1.09	35	1.18	61	1.21	70

The above analysis predicts that by the Design Year 2031, the junction will be operating just above the design threshold during the PM peak time for the Phase 1a&b LRD as it exceeds the 85% threshold. No capacity issues are presented in the AM peak for all scenarios.

The high maximum RFC once Phase 2 of the LRD is introduced during the PM peak occurs on the Infirmary Lane arm. Infirmary Lane is a short connection road between the N72 and St Joseph's Road with capacity for only 6 PCUs. Congestion along this road will cause queuing which impacts St Joseph's Road and the N72 exit lane from the town centre.

Once the capacity is at 1.0 the modelling software produces results regarding queues and delays that is unrepresentative of the actual or likely effects.

10.1.1.6 Junction 5b - N72 & Infirmary Lane

Table 10-7 Summary of Junctions 9 Analysis Results for Junction 5b Infirmary Lane_N72

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.46	1	-	-	-	-	-	-	-	-
AM 2026 Opening Year	0.50	1	0.60	2	-	-	-	-	-	-
AM 2031 Design Year	0.55	1	0.64	2	0.87	5	-	-	-	-
AM 2041 Design Year	0.62	2	0.76	3	1.04	11	1.22	24	1.43	39
PM 2023 Survey Year	0.50	1	-	-	-	-	-	-	-	-
PM 2026 Opening Year	0.54	1	0.62	2	-	-	-	-	-	-
PM 2031 Design Year	0.60	2	0.68	2	0.84	5	-	-	-	-
PM 2041 Design Year	0.68	2	0.76	3	0.93	9	1.03	17	1.26	20

The above analysis predicts no issues for the Phase 1a&b of the proposed development. The analysis shows that with the introduction of Phase 1c and 2 the proposed junction begins to operate around the design threshold capacity. By the design year 2041 with Phase 1 & 2 of the LRD in operation the junction exceeds its capacity as well as for future phases.

Maximum queuing occurs on the N72 arm coming from the signal-controlled junction at the R833_N72 intersection. It should be noted that congestion along this arm causes traffic to back up along the N72.

Once the capacity is at 1.0 the modelling software produces results regarding queues and delays that is unrepresentative of the actual or likely effects.

10.1.1.7 Junction 7 - Bridewell Lane & N72

Table 10-8 Summary of Junctions 9 Analysis Results for Junction 7 Bridewell Lane_N72

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)	Maximum RFC	Maximum Queue (Vehicles)
AM 2023 Survey Year	0.56	1	-	-	-	-	-	-	-	-
AM 2026 Opening Year	0.59	2	0.70	2	-	-	-	-	-	-
AM 2031 Design Year	0.66	2	0.77	3	0.94	9	-	-	-	-
AM 2041 Design Year	0.73	3	0.84	5	1.02	18	1.25	8	1.25	70
PM 2023 Survey Year	0.45	1	-	-	-	-	-	-	-	-
PM 2026 Opening Year	0.48	1	0.54	1	-	-	-	-	-	-
PM 2031 Design Year	0.54	1	0.60	2	0.69	2	-	-	-	-
PM 2041 Design Year	0.60	2	0.66	2	0.75	3	0.90	4	0.90	7

The above analysis predicts no issues for the Phase 1a&b of the proposed development. The analysis shows that by the Design Year 2031 with Phase 1c and 2 of the LRD operational, the proposed junction would exceed the design threshold during AM peak hours, with an RFC of >85%. The PM Peak hour capacity is only affected when the 3rd Phase of development comes into operation.

Maximum queuing occurs on the Bridewell Lane junction arm. Existing parking on Bridewell Lane also limits capacity. Congestion along the N72 exit lane from Junction 6 will result in queuing along the N72 south lane. Queuing in this lane will have a negative impact on the traffic coming along Bridewell Lane resulting in queuing and potential further congestion.

Once the capacity is at 1.0 the modelling software produces results regarding queues and delays that is unrepresentative of the actual or likely effects.

10.1.2 Signal Controlled Junction Analysis

Junctions 6, 8, and 9 are signalised intersections within the encompassing traffic network, configured sequentially. This sequential configuration necessitated the approach to model these intersections as an integrated network junction.

Junctions 8 & 9 have recently been upgraded. CCC provided the Traffic Signal Equipment for Park Road/Bridge Street Junction (drawing TSK026-03 prepared by Arup dated January 2022) and Mill Street/Bridge Street Junction (drawing TSK026-01 prepared by Arup dated January 2022). The modelling for junctions 8 & 9 represents the upgraded road layout which involved widening the bridge traffic lanes.

The Traffic Control System operates on the MOVA Control, so the signals respond to the traffic volumes present on a real-time basis. CCC noted that the overall maximum cycle length (green time) for the junction is 135 seconds, but typically the MOVA will run the cycles faster than this based on the sensor/loop information.

This information was used to set up the Linsig model of the junction for assessment. The analysis assumes a 90-second cycle and calls pedestrians every cycle during peak times.

The Linsig output is summarised in the tables and text following. Results shown above 100% (1.00) DOS should be read with caution. Once the DOS is 100% the Linsig modelling software produces results regarding queues and delays that are unrepresentative of the actual or likely effects. The results shown in Table 10-9 to Table 10-11 demonstrate the relative performance of the junctions when development traffic is compared to the base background traffic analysis.

It should be noted that trips from priority Junction 7 have been added to Junction 6 traffic and included in the signalised junction network model. This is to account for the traffic coming from the proposed development and Aldworth Heights which are unlikely to enter the signalised junction network via Junction 6 but via priority Junction 7 which would be more intuitive.

The individual junction results are presented below from the network model analysis. Results can be seen in full in the Appendix C.

10.1.2.1 Junction 6 – Thomas Davis Street & N72

Table 10-9 Summary of Linsig Analysis Results for Junction 6 Thomas Davis Street_N72

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)
AM 2023 Survey Year	60.6	7	-	-	-	-	-	-	-	-
AM 2026 Opening Year	67.1	10	71.7	8	-	-	-	-	-	-
AM 2031 Design Year	72.8	11	77.0	9	82.2	10	-	-	-	-
AM 2041 Design Year	78.8	9	83.6	14	88.5	9	91.7	18	93.9	19
PM 2023 Survey Year	83.5	10	-	-	-	-	-	-	-	-
PM 2026 Opening Year	92.1	16	95.2	17	-	-	-	-	-	-
PM 2031 Design Year	99.6	26	102.9	24	108.8	34	-	-	-	-
PM 2041 Design Year	107.8	46	112.0	40	112.3	43	113.8	62	120.5	85

The above analysis shows the existing signal-controlled junction 6 currently exceeds the design threshold for congestion (>90%) in the PM peak hour in the opening year 2026 without the any proposed development in operation. **With the proposed development operational, the junction is congested for all design years during the PM peak, with increased congestion as each phase of the development is operation.** Results shown should be interpreted in the context of the relative impact of each phase of the developments on the existing operational conditions which is a maximum increase of +12.9%DOS during the AM peak and +6%DOS during the PM peak in design year 2041.

The N72 South entry arm into the junction experiences the most congestion while the St Davis Street and N72 North entry arm show high traffic volumes. The distance between connected junctions can accommodate a fixed number of vehicles before the queued vehicles cause congestion in other sections of the surrounding road network. Results shown exceeding a DOS of 100% (1.00) should be read with caution. Once the DOS is 100% the Linsig modelling software produces results regarding queues and delays that are unrepresentative of the actual or likely effects.

10.1.2.2 Junction 8 - Mallow Bridge North

Table 10-10 Summary of Linsig Analysis Results for Junction 8 Mallow Bridge North

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)
AM 2023 Survey Year	47.7	2	-	-	-	-	-	-	-	-
AM 2026 Opening Year	58.5	8	61.4	3	-	-	-	-	-	-
AM 2031 Design Year	62.6	5	68.7	6	70.5	4	-	-	-	-
AM 2041 Design Year	66.3	3	72.3	6	73.1	5	75.2	5	81.3	6
PM 2023 Survey Year	63.2	3	-	-	-	-	-	-	-	-
PM 2026 Opening Year	64.3	3	66.8	4	-	-	-	-	-	-
PM 2031 Design Year	75.7	6	75.1	8	78.4	4	-	-	-	-
PM 2041 Design Year	78.5	12	79.5	12	81.4	5	85.4	8	86.5	7

The above analysis predicts that by the Design Year 2041 the existing signal-controlled junction would be operating within capacity with the proposed development and Aldworth Heights in operation during both the AM and PM peak hours, with a DOS of <90% in all scenarios. The Bridge Street South entry arm experiences the highest maximum DOS in all scenarios.

It should be noted that this junction will be subject to congestion from J6 and J9. The above-demonstrated capacities should be considered to reflect the capacity of the junction in isolation. The capacity demonstrated is to show the relative impact of the proposed development on the existing operational conditions at this junction.

10.1.2.3 Junction 9 - Mallow Bridge South

Table 10-11 Summary of Linsig Analysis Results for Junction 9 Mallow Bridge South

	Without Development		With Proposed LRD Development (Phase 1a&b)		With Proposed LRD Development (Phase 1 & 2)		With Proposed LRD Development (Phase 1,2 & 3)		With Proposed Development (Phase 1,2,3) & Aldworth Heights	
Peak Hour Flow	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)
AM 2023 Survey Year	58.1	9	-	-	-	-	-	-	-	-
AM 2026 Opening Year	60.7	10	64.4	10	-	-	-	-	-	-
AM 2031 Design Year	68.2	7	70.0	8	75.0	12	-	-	-	-
AM 2041 Design Year	73.8	12	76.7	4	81.2	14	86.3	7	91.1	12
PM 2023 Survey Year	62.8	7	-	-	-	-	-	-	-	-
PM 2026 Opening Year	67.0	10	71.3	11	-	-	-	-	-	-
PM 2031 Design Year	73.5	9	75.4	9	107.3	37	-	-	-	-
PM 2041 Design Year	74.1	4	80.7	14	115.9	57	117.5	50	119.2	64

The above analysis predicts that by the Design Year 2041 the existing signal-controlled junction will operate within the capacity of the junction with the Phase 1a&b in operation during the AM & PM peak times. The AM peak has capacity for all 3 phases of proposed development. Once Phase 1c and 2 are introduced the PM Peak experiences capacity issues.

Queuing occurs along the Bridge Street North arm entering the Junction from J8 and the Bridge Street arm entering the junction towards J8. Results shown exceeding a DOS of 100% (1.00) should be read with caution. Once the DOS is 100% the Linsig modelling software produces results regarding queues and delays that are unrepresentative of the actual or likely effects.

Note: A reminder that the above analysis accounts for the recent upgrades to the junction which included significant lane widening over the bridge.

10.1.2.4 Optimisation of Signal Controls

The modelling presented for the signal control junctions has been set up to represent the existing scenario and calibrated against queuing in the existing scenario based on the surveyed flows. The modelling is based on a 90 second cycle time and only represents a snapshot in time and is presented for a theoretical comparative purpose.

As noted in Section 10.1.2 above, the existing Traffic Control System operates on the MOVA Control, so the signals respond to the traffic volumes present on a real-time basis. CCC noted that the overall maximum cycle length (green time) for the junction is 135 seconds, but typically the MOVA will run the cycles faster than this based on the sensor/loop information.

Modification to the modelled signal controls is possible to improve the theoretical capacity of the junctions. By increasing the modelled cycle time from 90 seconds to 120 seconds the theoretical junction capacity will be improved as per the table 10-12 below:

Table 10-12 Comparison of Linsig 2024 Analysis Results Signal Controls with Different Cycle Times

Junction	90 Second Cycle Time 2041 With Full Proposed LRD Development (Phase 1,2,3) Max DOS (%)	120 Second Cycle Time 2041 With Full Proposed LRD Development (Phase 1,2,3) Max DOS (%)
J6 Thomas Davis & N72	1.14	1.04
J8 Mallow Bridge North	0.85	0.84
J9 Mallow Bridge South	1.17	1.04

The results show that optimisation of the signals for the Phase 3 of development, provides results better than the 2041 Phase 2 of development (without optimisation) at these junctions. Not only with the improvement of the signal controls be possible, the nearby priority junctions in the town will consequently also improve with improved traffic flow at the signals.

Even given the above, the following sections will present the worst-case summary results based on the calibrated model for further discussion. However, the above shows that optimisation of the signals in the town centre is a possible mitigation available to CCC.

10.1.3 Analysis Summary

Table 10-13 Junction Analysis Summary for Each Phase

Junction	2041 Without Development RFC/DOS (%)	2041 With Phase 1 LRD Development	2041 With Phase 2 & 2 LRD Development	2041 With Full Proposed LRD Development (Phase 1,2,3)	2041 With Full Proposed LRD Development with Signal Optimisation
J1 Olivers Cross	0.39	0.43	0.50	0.54	Refer to Section 10.1.2.4 for possible mitigation measure
J2 Aldworth Heights	0.06	0.08	0.08	0.08	
J3 Castle Park North	0.19	0.24	0.30	0.35	
J4 Castle Park South	0.4	0.49	0.66	0.74	
J5a Infirmary Lane & St Josephs Rd	0.79	0.89	1.09	1.18	
J5b N72 & Infirmary Lane	0.68	0.76	1.04	1.22	
J6 Thomas Davis & N72	1.08	1.12	1.12	1.14	1.04
J7 Bridewell Lane & N72	0.73	0.84	1.02	1.25	-
J8 Mallow Bridge North	0.79	0.80	0.81	0.85	0.84
J9 Mallow Bridge South	0.74	0.81	1.16	1.17	1.04

The proposed development does not have a significant impact on the junctions within the existing road network local to the proposed development on St Joseph's Road with the full 3 phases of development.

Modelling results show that, by the 2041 Design year, the junction capacity remains below the design threshold for all junctions apart from J5a (1.18), J5b (1.22), J6(1.14), J7 (1.25) and J9(1.17) with the introduction of Phase 2. J6 also shows congestion without any of the developments in operation by design year 2041. These congested junctions are within the town centre and are currently of poor geometric design carrying high baseline traffic. For J5a/5b/J7,

Infirmary Lane is a short connection road between the N72 and St Joseph's Road with capacity for only 6 PCUs and would require a town centre overhaul of existing layouts in order to improve the specific issue.

In typical urban traffic conditions it is expected that there may be congestion during peak times. There are always opportunities to improve signal control operation by adjusting cycle times to respond to changing traffic conditions. As demonstrated in Section 10.1.2.4, it is possible to introduce a longer cycle time for the signal controlled junctions which improves the overall capacity of the junctions (J6/J8/J9) giving better capacity results than with the Phase 2 traffic applied.

Results shown exceeding a DOS/RFC of 100% (1.00) should be read with caution. Once the DOS/RFC is 100% the Linsig modelling software produces results regarding queues and delays that are unrepresentative of the actual or likely effects.

We must note again, as mentioned in previous sections of this report, that the above predicted traffic analysis results assume a robust development trip generation based on the following assumptions:

1. No reduction in surveyed trips rates for the existing school surveyed traffic
2. No reduction in trip rates for the creche which may be accounted for in the local residential trips
3. No reduction in trips towards the town centre due to future transport proposals with potential to be delivered within the design year assessment
4. No allowance for realistic future modal transport shift towards sustainable modes of transport (Refer to Section 102).

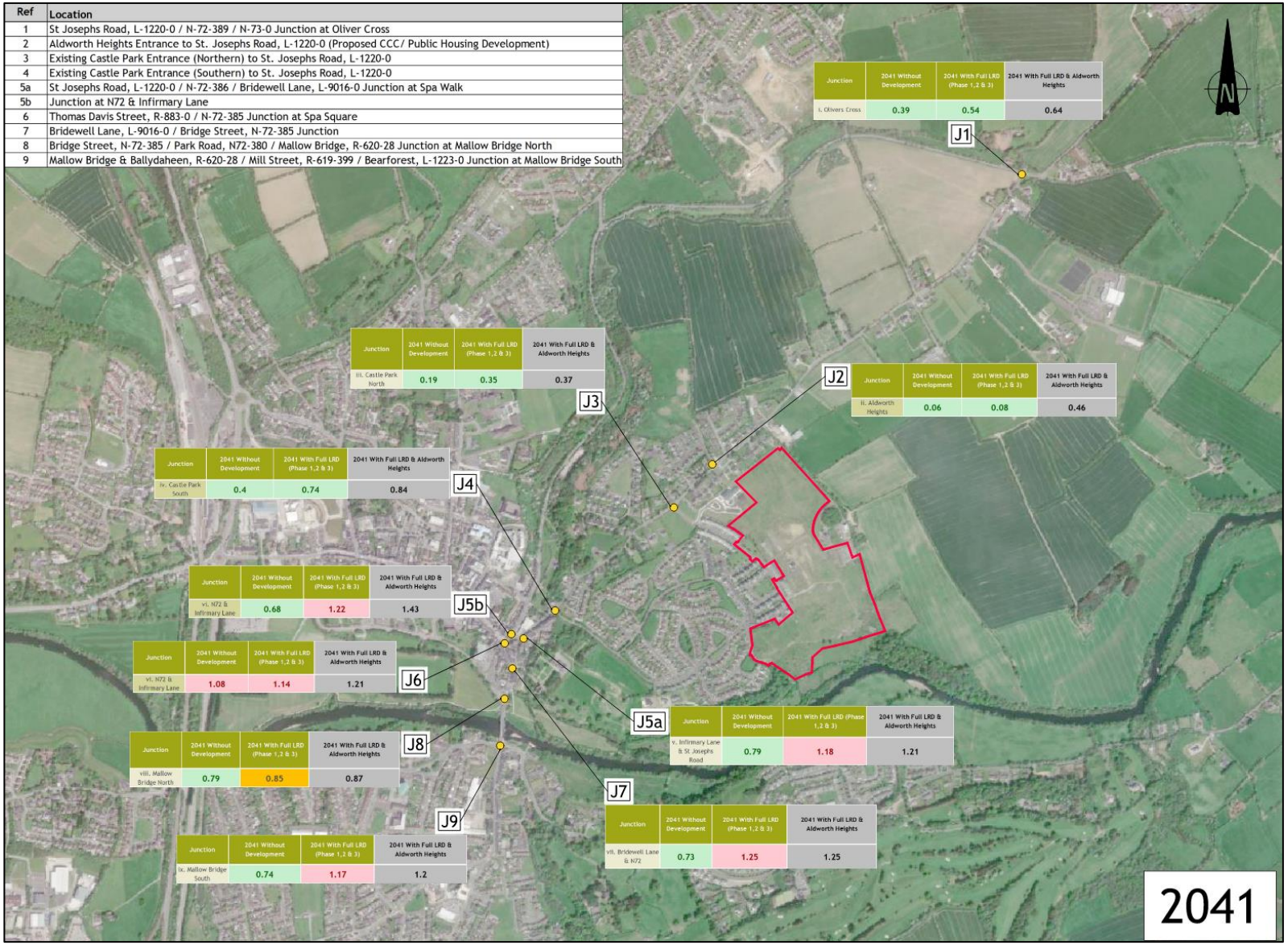


Figure 10-1 Junction Summary Results 2041

10.2 Modal Split Impact on Road Network

Modal split has been discussed in Section 7.2 of this report. Given that the rate of private vehicle trips in the Mallow area has been shown in the 2022 Census results to be reducing faster than predicted in the Development Plan, it is realistic to assume the trend will continue as per Table 7.7 of this report.

Applying these expected reductions to the conservative traffic analysis, mitigates the impact on the local network. Table 10.14 below shows a summary of the performance results of the surrounding road network with the modal shift patterns applied:

Table 10-14 Junction Analysis Summary (Modal Split Applied)

Junction	2041 Without Development RFC/DOS (%)	2041 With Full Proposed LRD Development (Phase 1,2,3)
Junction 1 Olivers Cross	0.35	0.48
Junction 2 Aldworth Heights	0.05	0.07
Junction 3 Castle Park North	0.17	0.31
Junction 4 Castle Park South	0.35	0.66
Junction 5a Infirmary Lane & St Josephs Road	0.70	1.05
Junction 5b N72 & Infirmary Lane	0.60	1.08
Junction 6 Thomas Davis & N72	0.96	1.01
Junction 7 Bridewell Lane & N72	0.65	1.11
Junction 8 Mallow Bridge North	0.70	0.74
Junction 9 Mallow Bridge South	0.66	1.04

With the modal split targets proposed in the CCC development plan 2022-2028 achieved, all junctions modelled have improved capacities as shown above. J5a/J5bJ7 & J6/J9 are predicted to remain overcapacity in the design year 2041 however the levels of congestion are greatly improved and are in accordance with the conventions of an urban traffic environment.

J6 & J9 are modelled above with a 90-second cycle time in order to calibrate the existing scenario to existing queuing. By increasing the cycle time to an acceptable 120 second cycle time, the junction capacity will be improved further as shown in Section 10.1.2.4.

J5a/5b & J7 capacities are the result of a poor geometric design and a bottleneck effect along the corridor which connects the northeastern areas of the town to the south and western parts. The signal optimisation discussed in Section 10.1.2.4 will also improve the results at these juncitons.

Modal split targets are demonstrated to significantly improve capacity at all junctions within the road network.

The applicant is committed to measures discussed in the CCC development plan 2022-2028. Together with the proposals from CCC there is potential to achieve these targets although it should be noted that achieving these targets is not the full responsibility of the applicant. The applicant is committed to those measures within his control as fully outlined within the MMP and Mitigation Measures outlined within this report. The phasing of the proposed development will afford time to ensure other mitigation measures can be implemented in the area.

10.3 Traffic Impact on the Existing Castlepark Residential Estate

As described previously in this report there are 4no. proposed vehicular connections points from the existing Castlepark residential estate via Kingsfort Avenue and Maple Spa. The traffic analysis carried out assumes the proposed development traffic will be distributed based on the number of proposed units closest to each new access point as outlined in Section 8.

The traffic analysis presented in Section 10.1 shows that the existing Castlepark junctions with St Joseph's Avenue have adequate capacity to cater for the additional traffic loading (assuming a conservative approach to all assumptions).

Queuing at the existing Castlepark junctions with St Joseph's Avenue will naturally increase in the predicted AM and PM peak times but not significantly to warrant upgrades to the existing junctions and very marginally. The routes for pedestrians through these estate roads have been subject to a quality audit with the proposed improvement works committed to within the MMP and Engineering Reports.

The access route from the southern portion of the proposed development to Castlepark Avenue via Maple Square is proposed to be modified as per DOSA drawing 6621-2040

10.4 Assessment Conclusion

The conservative approach to the traffic analysis in this report has shown that the existing road network is capable of accepting the proposed development traffic, in the worst case scenario, within the norms of an urban traffic environment. Phasing of the proposed development assists with achieving reasonable outcomes for the area within the 10 year application request.

The results should also be read in conjunction with the proposed mitigation measures put forward in Section 11.

PUNCH has put forward numerous opportunities for further improving the situation including realistic modal split target achievements, optimisation of the existing signal controls as well as the proposed future transport proposals within the remit of Cork County Council.

The Local Authority have included the entire development site within the scope of RZLT, which indicates that the Local Authority is satisfied that the land is serviced where it has sufficient access to the infrastructure required for residential development. The results of the traffic assessment would concur with this decision.

11 Mitigation

In summary, the proposed scheme includes several concrete measures aimed at facilitating and incentivising a shift from vehicular travel to more sustainable modes of transportation. These measures include the below. This is not an exhaustive summary of the measures as they are set out in detail within the MMP attached to this application.

1. Provision of bike parking spaces above minimum requirements, including dedicated cargo bike spaces.
2. Opting for fewer car parking spaces than the maximum allowed under the Cork County Council Development Plan. This reduction, coupled with initiatives promoting cycling as a viable alternative mode of transport, will significantly contribute to sustainability by diminishing reliance on private cars while fostering increased usage of more eco-friendly transportation options, notably cycling and bus services for commuting.
3. Enhancing pedestrian and cyclist connectivity within the development and its adjacent residential areas to public transport, the nearby River Walk, and public parks. This will be achieved through the construction of Part-M compliant links and improvements along the existing Greenway.
4. Establishing a 4m wide amenity route dedicated to cyclists throughout the development.
5. Installing four cycle priority crossings within the development as part of the aforementioned amenity route.
6. Undertaking improvement works on the existing pedestrian paths to the Town.
7. Ensuring all footpaths within the development adhere to Part M compliance standards, incorporating crossing points in accordance with DMURS and Traffic Management Guidelines.
8. Implementation of a number of initiatives and active monitoring within the development to promote modal change.
9. There is a significant opportunity to optimise the cycle times of signalised junctions. They are currently modelled with a 90 second cycle time to accurately reflect the existing scenario queuing. By increasing the cycle time to an acceptable 120 second cycle time, the modelled throughput on heavily trafficked approaches can be enhanced, which will also help to reduce queuing and improve overall traffic flow.
10. Phasing of the proposed development to allow for future infrastructure improvements to be implemented outside of the control of the applicant.

12 Road Safety and Quality Audits

A Road Safety Audit and Quality Audit for the development have been undertaken and are supplied as separate reports. The recommendations of the Road Safety Audit have been incorporated into the current site layout design, reference to be made to the Engineering Reports. The recommendations of the Quality Audit have been reviewed and will be incorporated within the design at detailed design stage. For the Quality Audits undertaken outside the boundary of the site a commitment to implementing numerous measures has been made.

The Road Safety Authority provides collision statistics online for Irish roads. Typically PUNCH Consulting Engineers would provide this data for roads local to the proposed development as part of a TTA but the time of preparing this report, the Road Safety Authority was in the process of updating road traffic collision data sharing policies and procedures and cannot share statistics for collisions until the review is complete.

13 Construction Stage Traffic

An Outline Construction Traffic Management Plan 224209-PUNCH-XX-XX-RP-XX-0008_OCTMP is included in the planning documentation.

The volumes of traffic that will be generated during the construction phase of the proposed development will be small in comparison to the existing traffic volumes.

The construction stage therefore does not require quantitative traffic analysis, however in order to minimise disruption due to construction, wheel washing facilities will be installed at the site access during the construction stage to reduce the amount of dirt and debris carried on to the public roadway during the excavation operations, etc.

The successful contractor will be required to carry out a traffic management plan for the duration of the works. This will involve consultation with the local authority and/or the Gardaí, and once agreed will be adhered to for all aspects of construction that involves movement of vehicles in and out of the site.

14 Summary

The proposed development consists of 469 no. residential units, 1 no. crèche on site and an upgrade of former lodge to provide an interpretative centre/cafe. It is proposed to access the proposed development via the existing Castle Crest junction with St Joseph's Road, and the existing Castlepark Avenue Junction with St Joseph's Road.

An assessment of the existing traffic and transportation conditions was carried out including baseline traffic conditions and available sustainable modes of transport in the area. The town centre is known to be congested during peak times, this is localised and discussed within. Capacity analysis was carried out on all 9 No. Junctions in the vicinity and which included for the Spa Glens Residential development as background traffic and the future development at Aldworth Heights as requested by Cork County Council. The Aldworth Heights development is not the subject of this assessment.

For the purposes of our assessment, residential trip rates were generated from surveyed data. The trip rates generated from surveyed data are significantly higher than trip rates for similar developments generated from the TRICS database and are therefore a conservative assumption of the predicted vehicular movements generated by the proposed development.

It is possible that as the surrounding road network gets more congested, drivers may use alternate routes to avoid delays. However, the surveyed distribution is considered the most appropriate for the proposed development traffic as it represents the measured current driver choice based on current peak traffic times in the town. It should also be noted that the future transport proposals, once delivered, are expected to alter traffic patterns and reduce the amount of vehicle-generated trips that will access the town centre. Therefore, the surveyed distribution is considered conservative for the later design years of 2031-2041 when these projects could realistically be delivered.

The proposed development does not have a significant impact on the junctions within the existing road network local to the proposed development on St Joseph's Road. The modelled junction results showed congestion within the town centre. The junctions showing congestion are currently of poor geometric design carrying high baseline traffic. The issues can largely be overcome with modal shift targets applied to the design year 2041. In an urban environment it is expected that there may be congestion during peak times. There are also always opportunities to improve signal control operation by adjusting cycle times to respond to changing traffic conditions.

The traffic analysis results presented assume a robust development trip generation. With the modal split targets proposed in the CCC development plan 2022-2028 achieved, all junctions analysed would be within an acceptable design threshold in the design year 2041 with the proposed development, Spa-Glen and Aldworth Heights in operation.

Existing pedestrian, cycling and public transport facilities in the area are not extensive but improvements are planned in the area which will improve choices for commuters. Mitigation measures are proposed by this development such as reduced car parking provision and a generous cycle parking provision in addition to cycle and pedestrian connectivity improvements in the area that are proposed to enhance shifts in travel modal patterns for the residents of the existing and proposed development which will in turn improve capacity of the town road infrastructure.

National Census 2022 data shows that in the year 2022, the percentage of private vehicles had reduced to 70.1%. This suggests that the rate of private vehicle trips is reducing faster than predicted in the Development Plan. By design year 2041 there is potential for a reduction of 11.87% in traffic based on the CCC Development Plan modal split targets. It should be noted that the reduction will apply to background traffic flows, the proposed development and other developments accessing the local road network. The site's proximity to the town centre and availability of sustainable modes of transport as described in the MMP support this modal shift prediction. The positive trend of modal shift is therefore expected to continue.

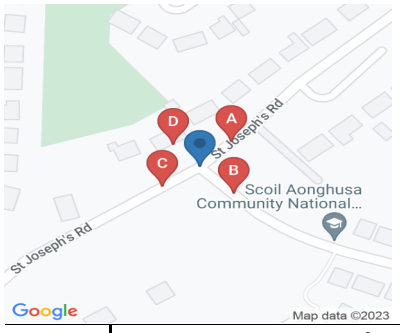
15 Conclusion

The traffic analysis results presented in this report show that the proposed development is appropriate in the proposed location given the assessment of the existing surrounding road network predicted for the 15 year design period. We have presented a worst case scenario and the results are in line with the standards of an urban traffic setting. The 10 year phasing allows adequate time for the CCC modal shift targets to realistically be achieved as well as time for future government transport initiatives in the area to be implemented.

The applicant is committed to measures outlined in the CCC development plan 2022-2028. Together with the proposals from CCC there is potential to achieve these targets. The applicant is committed to those measures within his control as fully outlined within the MMP and Mitigation Measures outlined within this report.

The Local Authority have included the entire development site within the scope of RZLT, which indicates that the Local Authority is satisfied that the land is serviced where it has sufficient access to the infrastructure required for residential development. This includes roads, paths and transport links. The results of the traffic assessment would concur with this decision.

Appendix A Traffic Survey Data



IDASO

Survey Name: 255 23419 - Castlelands, Mallow, Cork V2
Location: Existing Castlepark entrance (northern) to St. Josephs Road, L-1220-0
Date: Thu 05-Oct-2023
AM Peak: 08:15 — 09:15 **Total:** 477
PM Peak: 17:45 — 18:45 **Total:** 302
15 Min Peak: 08:45 — 09:00 **Total:** 144
Overall 15 Min Peak: 08:45 — 09:00 **Total:** 144 **Date:** 05/10/2023

	A => A										A => B										A => C					
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0
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07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	15	0	5	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	37	0	6	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	90	0	18	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	22	0	7	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	35	1	2	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	32	1	6	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	1	29	30	0	0	28	1	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	0	1	44	45	0	0	117	3	17	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	9	9	0	0	23	0	2	0
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09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	23	0	3	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0	0	0	14	14	0	0	85	0	12	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	6	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	19	0	2	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	12	0	1	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	18	0	4	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	57	0	13	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	13	1	3	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	13	0	2	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	19	0	1	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	23	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9	0	0	68	1	6	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	26	0	3	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	12	0	4	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	0	0	17	1	1	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	0	11	11	0	0	81	1	9	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	21	0	3	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	17	0	7	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	13	0	1	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	4	5	0	0	15	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	1	15	16	0	0	66	0	13	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	20	0	6	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	20	1	6	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	15	0	7	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7	0	0	16	0	5	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	0	17	17	0	0	71	1	24	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0	18	0	3	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	20	0	5	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	29	0	5	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	20	0	7	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	0	0	0	22	22	0	0	87	0	20	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	12	2	3	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	18	0	4	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	5	5	0	1	15	0	5	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	24	0	4	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	14	0	4	0	0	0	18	18	0	1	69	2	16	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	25	0	3	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	21	1	4	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	12	0	2	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	28	0	4	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0	0	0	19	19	0	0	86	1	13	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	24	0	3	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	22	0	2	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	22	0	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	20	0	2	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13	0	0	88	0	10	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	26	0	4	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	39	1	5	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	23	0	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	12	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	0	0	0	16	16	0	0	100	1	12	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	10	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	10	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	5	0	1	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	10	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11	0	0	35	0	2	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	9	0	3	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	7	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	6	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	9	9	0	0	28	0	3	1
16 TOT	0	0	0	0	0	0	0	0	0	0	0	0	205	3	18	0	0	2	228	230	0	2	1155	10	188	21

				A => D										B => A											
OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	11	10.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	29	28.9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	5	0	0	0
0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	0
0	0	27	27.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	21	21.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9	0	0	0
0	0	110	111	0	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	0	18	18	0	0	0
0	0	30	30.5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	0
0	1	39	40	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	15	0	0	2
0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10	0	0	0
1	0	32	33.3	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	15	15	0	0	0
1	1	140	142.8	0	0	0	0	0	0	0	0	0	0	0	0	43	1	2	0	0	0	46	46	0	0	2
0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	0
0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	29	31.3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
1	0	100	102.3	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9	0	0	0
0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	71	71.5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	0
0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	25	26	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	4	0	0	0
0	0	77	78	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	9	9	0	0	0
0	0	30	30.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	0
0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	93	94	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0	0
0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7	0	0	0
0	0	79	79	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	11	11	0	0	0
0	0	27	27.5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0
0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0
0	0	23	24	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	1	0	2	14	16.5	0	0	0
0	0	99	100.5	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	1	0	2	23	25.5	0	0	0
0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0
0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0	0
0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
1	0	28	29.3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
1	0	108	109.3	0	0	0	0	0	0	0	0	0	0	0	0	9	1	3	0	0	0	13	13	0	0	0
0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	0
0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0
0	0	21	20.4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0
1	0	31	33.3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0
1	0	92	94.2	0	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	17	17	0	0	0
0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	0
1	0	27	28.3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	33	33.5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0
1	0	103	105.3	0	0	0	0	0	0	0	0	0	0	0	0	10	0	2	0	0	0	12	12	0	0	0
0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	0
0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	99	99.5	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13	0	0	0
0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
1	0	46	47.3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
1	0	114	115.3	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	9	9	0	0	0
0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	0
0	0	37	37	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	8	8	0	0	0
0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
6	1	1383	1401.1	0	0	0	0	0	0	0	0	0	0	0	0	178	4	22	1	0	2	207	209.5	0	0	2

B => B							B => C										B => D									
TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	0	0	0	2	2	0	0	406	16	19	1	0	3	445	448.5	0	0	0	0	0	0	0	0	0	0

C => A										C => B										C => C						
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2
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0	0	4	0	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	13	0	1	0	0	0	14	14	0	0	8	0	2	0	0	0	10	10	0	0	0	0	0	0	0
0	0	20	0	0	0	0	0	20	20	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0
0	0	63	0	7	1	0	0	71	71.5	0	0	37	0	3	0	0	0	40	40	0	0	0	0	0	0	0
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0	0	18	0	0	0	0	0	18	18	0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0
0	0	7	0	0	0	0	0	7	7	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0
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0	0	23	0	1	1	0	0	25	25.5	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0
0	1	732	5	77	13	0	0	828	833.9	0	0	387	6	20	1	1	1	416	418.8	0	0	1	0	0	0	0

			C => D										D => A										D =			
PSV	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**
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0	1	1	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

> B						D => C										D => D									
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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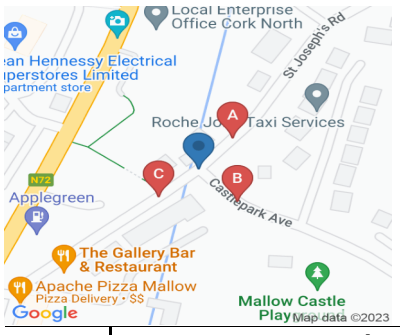

IDASO

Survey Name: 255 23419 - Castlelands, Mallow, Cork V2
Location: Existing Castlepark entrance (southern) to St. Josephs Road, L-1220-0
Date: Thu 05-Oct-2023
AM Peak: 08:00 — 09:00 **Total:** 627
PM Peak: 17:30 — 18:30 **Total:** 541
15 Min Peak: 08:30 — 08:45 **Total:** 174
Overall 15 Min Peak: 08:30 — 08:45 **Total:** 174 **Date:** 05/10/2023

	A => A										A => B										A => C					
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	0	2	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35	0	6	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	4	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	6	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	7	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	49	1	7	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	116	2	24	2
08:00	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0	6	6	0	0	47	0	6	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	42	0	5	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	1	6	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	3	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	7	0	0	0	0	0	7	7	0	0	196	1	20	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	45	2	2	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	23	0	3	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	33	1	4	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	29	0	4	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	9	9	0	0	130	3	13	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	16	0	6	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	3	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	18	1	4	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	74	2	14	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	4	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	3	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	20	0	2	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	27	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	86	2	9	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	26	0	2	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	6	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	20	0	2	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	25	1	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	91	1	11	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	28	1	3	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	7	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	2	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	29	2	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	101	6	15	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	5	6	0	0	24	2	5	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	1	5	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	33	1	8	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	0	0	32	0	5	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	2	0	0	8	9	0	0	121	4	23	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	25	0	6	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	26	0	8	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	32	0	6	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	5	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0	111	0	25	0
16:00	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	20	1	6	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	25	2	3	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	1	19	0	6	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	38	0	4	2
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	5	0	2	0	0	0	7	7	0	1	102	3	19	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	1	7	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	30	2	3	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	21	0	4	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	32	0	8	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	121	3	22	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	24	0	2	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	27	0	3	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	26	0	5	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	3	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	107	0	13	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	28	0	4	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	3.3	0	0	42	0	3	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	32	0	2	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	7.3	0	0	119	0	11	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	14	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	8	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	15	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	56	0	1	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	3	1
16 TOT	0	0	2	0	0	0	0	0	2	2	0	0	64	1	9	2	1	0	77	79.3	0	2	1603	27	229	22

				B => A										B => B												
OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	14	13.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0	0	18	18	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15
0	0	43	42.9	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	49
0	0	27	27	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	28
0	0	30	30.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	26
0	0	30	30.5	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	24
0	1	58	59	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35
0	1	145	147	0	0	5	0	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	1	2	113
0	0	54	54.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	64
0	1	48	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
0	0	65	65	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	35
0	0	52	52	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	19
0	1	219	220.5	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	1	0	167
1	1	52	54.8	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
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0	0	35	36	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19
1	1	151	154.8	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	63
0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
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0	0	20	20	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
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0	0	91	91.5	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	47
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0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
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1	0	34	35.3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15
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0	0	30	30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	17
0	0	26	25.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24
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1	0	129	131.2	0	0	5	0	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	82
0	0	46	46	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	16
1	0	36	37.3	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19
0	0	26	26.5	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	23
0	0	41	41.5	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	21
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0	0	34	34.5	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22
0	0	121	121.5	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	80
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0	0	130	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
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0	0	57	57	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	34
0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
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0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0	0	41	41.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
4	4	1891	1910	0	0	64	0	12	2	0	0	78	79	0	0	2	0	0	0	0	0	2	2	4	2	1199

B => C							C => A										C => B									
TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	8	8	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	12	12	0	0	4	0	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	18	18	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	15	15	0	0	7	0	1	0	0	0	8	8	0	0	3	0	0	0	0	0	3	3
0	4	0	0	0	53	53	0	0	16	0	1	1	0	0	18	18.5	0	0	3	0	0	0	0	0	3	3
0	3	0	0	0	32	31.4	0	0	7	0	0	1	0	0	8	8.5	0	0	4	0	2	0	0	0	6	6
1	2	0	0	0	29	29	0	0	9	0	2	1	0	0	12	12.5	0	0	8	0	0	0	0	0	8	8
1	4	0	0	0	31	29.6	0	0	16	0	1	0	0	0	17	17	0	0	3	0	1	0	0	1	5	6
1	2	0	0	0	38	38	0	0	12	0	4	0	0	0	16	16	0	0	7	2	0	0	0	0	9	9
3	11	0	0	0	130	128	0	0	44	0	7	2	0	0	53	54	0	0	22	2	3	0	0	1	28	29
1	2	0	0	0	67	67	0	0	20	1	4	1	0	0	26	26.5	0	0	15	0	1	0	0	0	16	16
0	1	0	0	0	50	50	0	0	29	0	1	0	0	0	30	30	0	0	12	0	0	0	0	0	12	12
2	3	0	0	0	40	40	0	0	39	0	2	0	0	0	41	41	0	0	22	0	1	0	0	0	23	23
0	0	0	0	0	20	19.2	0	0	41	1	4	1	0	0	47	47.5	0	0	15	1	1	0	0	0	17	17
3	6	0	0	0	177	176.2	0	0	129	2	11	2	0	0	144	145	0	0	64	1	3	0	0	0	68	68
0	2	0	0	0	12	12	0	0	27	2	2	0	0	0	31	31	0	0	24	0	3	0	0	0	27	27
0	2	0	0	0	20	20	0	0	7	0	2	0	0	0	9	9	0	0	16	1	0	0	0	0	17	17
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0	3	0	0	0	10	10	0	0	17	0	1	0	0	0	18	18	0	0	6	0	0	0	0	0	6	6
2	0	0	0	0	13	13	0	0	9	0	2	0	0	0	11	11	0	0	10	1	1	0	0	0	12	12
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0	1	0	1	0	12	13.3	0	0	9	0	0	0	0	0	9	9	0	0	24	0	1	0	0	0	25	25
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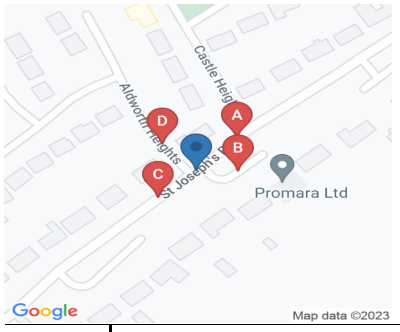
1	6	0	0	0	94	94	0	0	92	0	4	0	0	0	96	96	2	0	117	1	7	0	0	0	127	125.4
0	3	0	0	0	18	18	0	0	35	0	1	0	0	0	36	36	0	1	23	0	1	1	0	0	26	25.9
0	0	0	0	0	9	9	0	0	19	0	2	0	0	0	21	21	0	0	22	0	1	0	0	0	23	23
0	1	0	0	0	7	7	0	0	16	0	1	0	0	0	17	17	0	0	16	1	3	0	0	0	20	20
1	2	0	0	0	7	7	0	0	11	0	0	0	0	0	11	11	0	0	15	1	1	0	0	0	17	17
1	6	0	0	0	41	41	0	0	81	0	4	0	0	0	85	85	0	1	76	2	6	1	0	0	86	85.9
0	1	0	0	0	11	11	0	0	12	0	0	0	0	0	12	12	0	0	13	1	1	0	0	0	15	15
0	0	0	0	0	4	4	0	0	9	0	1	0	0	0	10	10	0	0	12	0	0	0	0	0	12	12
0	2	0	0	0	7	7	0	0	10	0	1	1	0	0	12	12.5	0	0	10	0	1	0	0	0	11	11
0	0	0	0	0	8	8	0	0	6	0	0	0	0	0	6	6	0	0	9	0	0	0	0	0	9	9
0	3	0	0	0	30	30	0	0	37	0	2	1	0	0	40	40.5	0	0	44	1	2	0	0	0	47	47
21	86	1	1	0	1314	1311.4	0	1	1173	13	104	14	0	1	1306	1313.4	4	2	1202	27	76	3	0	2	1316	1315.1

C => C									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	2	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	2	2
0	0	2	0	0	0	0	0	2	2
0	0	6	0	0	0	0	0	6	6
0	0	2	0	0	0	0	0	2	2
0	0	1	0	0	0	0	0	1	1
0	0	3	0	0	0	0	0	3	3
0	0	2	0	0	0	0	0	2	2
0	0	8	0	0	0	0	0	8	8
0	0	1	0	0	1	0	0	2	2.5
0	0	1	0	1	0	0	0	2	2
0	0	1	0	0	0	0	0	1	1
0	0	3	0	0	0	0	0	3	3
0	0	6	0	1	1	0	0	8	8.5
0	0	2	0	0	0	0	0	2	2
0	0	1	1	0	0	0	0	2	2
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	4	1	0	0	0	0	5	5
0	0	4	0	0	0	0	0	4	4
0	0	3	0	0	0	0	0	3	3
0	0	1	0	0	0	0	0	1	1
0	0	3	0	0	0	0	0	3	3
0	0	11	0	0	0	0	0	11	11
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	1	0	1	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	3	0	1	0	0	0	4	4
0	0	0	0	0	0	0	0	0	0
0	0	3	0	1	0	0	0	4	4
0	0	1	0	0	0	0	0	1	1
0	0	5	0	2	0	0	0	7	7
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	4	0	1	0	0	0	5	5
0	0	7	0	1	0	0	0	8	8
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	2	0	0	0	0	0	2	2
0	0	4	0	0	0	0	0	4	4
0	0	3	0	0	0	0	0	3	3
0	0	3	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	2	2
0	0	8	0	0	0	0	0	8	8
0	0	5	0	1	0	0	0	6	6
0	0	3	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	2	2
0	0	10	0	1	0	0	0	11	11
0	0	3	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	4	0	1	0	0	0	5	5
0	0	76	1	6	1	0	0	84	84.5



IDASO

Survey Name: 255 23419 - Castlelands, Mallow, Cork V2
Location: Aldworth Heights Entrance to St. Josephs Road, L-1220-0
Date: Thu 05-Oct-2023
AM Peak: 08:00 — 09:00 **Total:** 336
PM Peak: 17:45 — 18:45 **Total:** 244
15 Min Peak: 08:45 — 09:00 **Total:** 108
Overall 15 Min Peak: 08:45 — 09:00 **Total:** 108 **Date:** 05/10/2023

	A => A										A => B										A => C					
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	5	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	5	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	5	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	17	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	22	0	6	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	1	2	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	1	7	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	1	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	142	3	17	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	3	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	3	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	3	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	3	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	0	12	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	5	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	3	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	12	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	3	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	1	7	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	3	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	4	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	3	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	1	11	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	3	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	7	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	13	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	6	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	4	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	8	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	5	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	2	23	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	3	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	30	0	4	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	5	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	8	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	97	0	20	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	3	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	4	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	7	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	5	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	74	2	19	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	3	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	4	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	3	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	5	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	1	15	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	3	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	24	0	3	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	96	0	10	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	5	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	2	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	0	12	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	2	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	3	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	4	1
16 TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	2	1241	10	194	19

				A => D										B => A											
OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	10	9.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	24	23.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	21	21.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	107	108	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
0	1	30	31.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	59	61.3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	166	169.8	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	28	28	0	0	0	0	1	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	70	70.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	79	80	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	103	104	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	0	30	31.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	118	119.3	0	0	4	0	1	0	0	0	5	5	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	22	22.5	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	20	19.4	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	36	38.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	100	102.2	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	0	31	32.3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	19	19	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	112	113.8	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	107	107.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	0	47	48.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	0	118	119.3	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	35	35.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	1474	1491.8	0	0	18	0	5	0	1	0	24	25.3	0	0	3	0	2	0	0	0	5	5	0	0	0

B => B							B => C										B => D									
TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	0	0	0	0	0	0	0	8	1	2	0	0	0	11	11	0	0	2	0	0	0	0	0	2	2

C => A										C => B										C => C						
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2
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0	0	5	0	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	8	0	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	19	0	2	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	9	0	3	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	9	0	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	20	0	0	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	784	6	88	12	0	2	893	900.4	0	0	8	0	3	0	0	0	11	11	0	0	1	0	0	0	0

			C => D										D => A										D =			
PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI
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0	0	0	0	0	4	0	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0
0	0	0	0	0	9	0	0	1	0	0	10	10.5	0	0	1	0	0	0	0	0	1	1	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0
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0	0	0	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	1	1	0	0	88	3	10	2	0	0	103	104	0	0	19	0	3	0	0	0	22	22	0	0	2	0

> B						D => C										D => D									
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
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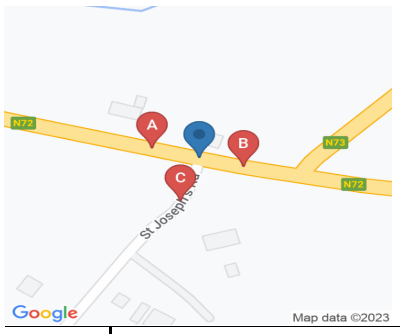

IDASO

Survey Name: 255 23419 - Castlelands, Mallow, Cork V2
Location: St. Joseph's Road, L-1220-0 / N72 -389
Date: Thu 05-Oct-2023
AM Peak: 08:00 — 09:00 **Total:** 777
PM Peak: 17:00 — 18:00 **Total:** 742
15 Min Peak: 08:30 — 08:45 **Total:** 208
Overall 15 Min Peak: 08:30 — 08:45 **Total:** 208 **Date:** 05/10/2023

	A => A										A => B										A => C					
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	1	4	0	16	21.7	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	1	4	0	19	24.7	0	0	1	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	1	6	0	30	38.3	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	3	2	0	23	27.1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	65	0	1	6	16	0	88	111.8	0	0	1	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	22	0	2	5	1	0	30	33.8	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	30	0	12	2	6	1	51	60.8	0	0	1	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	35	0	9	3	7	1	55	66.6	0	0	3	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	27	0	6	0	4	0	37	42.2	0	0	9	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	114	0	29	10	18	2	173	203.4	0	0	13	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	47	1	13	1	3	0	65	69.4	0	0	5	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	33	0	13	1	2	0	49	52.1	0	0	14	0	2	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	47	0	9	4	2	0	62	66.6	0	0	17	0	2	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	30	0	10	0	7	1	48	58.1	0	0	19	1	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	157	1	45	6	14	1	224	246.2	0	0	55	1	6	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	44	0	13	1	9	1	68	81.2	0	0	16	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	39	0	8	3	2	0	52	56.1	0	0	3	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	24	0	7	1	3	1	36	41.4	0	0	4	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	37	0	7	4	6	0	54	63.8	0	0	5	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	144	0	35	9	20	2	210	242.5	0	0	28	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	24	0	8	2	4	0	38	44.2	0	0	2	0	1	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	25	0	6	1	5	1	38	46	0	0	5	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	20	0	11	1	5	1	38	46	0	0	1	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	30	0	9	0	4	1	44	50.2	0	0	2	1	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	99	0	34	4	18	3	158	186.4	0	0	10	1	2	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	22	1	5	3	4	0	35	41.7	0	0	3	0	0	0
11:15	0	0	1	0	0	0	0	0	1	1	0	0	36	0	7	1	7	0	51	60.6	0	0	3	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	31	0	5	1	6	0	43	51.3	0	0	5	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	39	0	5	4	7	0	55	66.1	0	0	10	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	128	1	22	9	24	0	184	219.7	0	0	21	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	35	0	6	2	2	0	45	48.6	0	0	5	0	2	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	50	1	4	6	6	0	67	77.8	0	0	4	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	31	1	11	4	4	0	51	58.2	0	0	4	1	2	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	50	0	8	2	3	1	64	69.9	0	0	5	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	166	2	29	14	15	1	227	254.5	0	0	18	1	6	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	38	0	5	1	6	0	50	58.3	0	0	6	0	1	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	58	0	9	5	5	0	77	86	0	0	2	0	1	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	42	0	5	1	4	0	52	57.7	0	0	7	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	50	0	11	4	7	0	72	83.1	0	0	7	0	1	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	188	0	30	11	22	0	251	285.1	0	0	22	0	3	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	41	0	6	2	3	0	52	56.9	0	0	2	1	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	36	1	10	4	3	0	54	59.9	0	0	4	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	34	1	12	3	4	1	56	63.1	0	0	2	0	2	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	53	0	8	4	5	1	71	80.5	0	0	10	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	164	2	36	13	15	2	233	260.4	0	0	18	1	3	0
15:00	0	0	0	0	0	0	0	0	0	0	0	1	51	0	7	3	6	0	68	76.7	0	0	5	0	1	0
15:15	0	0	0	0	0	0	0	0	0	0	0	1	59	0	5	0	1	0	66	66.7	0	0	15	0	2	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	59	1	8	3	6	0	77	86.3	0	0	3	0	2	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	56	0	11	1	6	2	76	86.3	0	0	3	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	225	1	31	7	19	2	287	316	0	0	26	0	6	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	52	1	5	3	3	0	64	69.4	0	0	4	1	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	61	0	8	4	2	1	76	81.6	0	0	2	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	51	0	11	3	3	0	68	73.4	0	0	3	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	56	1	18	1	1	2	79	82.8	0	0	4	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	220	2	42	11	9	3	287	307.2	0	0	13	1	5	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	70	0	20	2	0	0	92	93	0	0	3	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	65	0	16	0	4	0	85	90.2	0	0	6	1	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	58	2	11	0	0	0	71	71	0	0	14	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	59	1	7	0	2	0	69	71.6	0	0	17	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	252	3	54	2	6	0	317	325.8	0	0	40	1	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	50	0	8	1	1	0	60	61.8	0	0	20	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	61	0	6	0	4	0	71	76.2	0	0	24	0	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	46	0	4	1	1	0	52	53.8	0	0	7	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	40	0	10	0	2	0	52	54.6	0	0	13	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	197	0	28	2	8	0	235	246.4	0	0	64	0	2	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	42	0	2	1	1	0	46	47.8	0	0	8	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	3	0	35	38.9	0	0	7	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	38	0	2	0	0	0	40	40	0	0	5	0	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	46	0	2	1	2	0	51	54.1	0	0	8	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	158	0	6	2	6	0	172	180.8	0	0	28	0	2	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	30	0	1	0	0	0	31	31	0	0	6	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	26	26	0	0	1	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	33	0	3	0	0	0	36	36	0	0	1	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	28	28	0	0	1	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	117	0	4	0	0	0	121	121	0	0	9	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	21	21	0	0	1	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	1	0	0	19	19.5	0	0	1	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11	0	0	1	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	2	0	0	16	17	0	0	2	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	3	0	0	67	68.5	0	0	5	0	0	0
16 TOT	0	0	1	0	0	0	0	0	1	1	0	3	2458	12	426	109	210	16	3234	3575.7	0	0	371	6	38	15

				B => A										B => B											
OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
0	0	0	0	0	0	8	0	1	1	1	0	11	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	8	0	0	1	1	0	10	11.8	0	0	0	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	16	0	1	1	0	1	19	20.5	0	0	0	0	0	0	0	0	0	0	0	1	9
0	0	0	0	0	0	18	0	2	4	5	0	29	37.5	0	0	0	0	0	0	0	0	0	0	0	0	7
0	0	1	1	0	0	50	0	4	7	7	1	69	82.6	0	0	0	0	0	0	0	0	0	0	0	1	19
0	0	0	0	0	0	23	0	5	1	4	0	33	38.7	0	0	0	0	0	0	0	0	0	0	0	0	13
0	0	2	2.5	0	0	19	0	10	5	5	0	39	48	0	0	0	0	0	0	0	0	0	0	0	0	15
0	0	3	3	0	0	37	0	7	1	8	0	53	63.9	0	0	0	0	0	0	0	0	0	0	0	0	14
0	0	10	10	0	0	40	0	10	2	5	1	58	66.5	0	0	0	0	0	0	0	0	0	0	0	0	24
0	0	15	15.5	0	0	119	0	32	9	22	1	183	217.1	0	0	0	0	0	0	0	0	0	0	0	0	66
0	0	7	7.5	0	0	57	1	8	0	6	1	73	81.8	0	0	0	0	0	0	0	0	0	0	0	0	20
0	0	16	16	0	0	71	1	9	1	7	0	89	98.6	0	0	0	0	0	0	0	0	0	0	0	0	11
0	0	20	20.5	0	0	43	0	8	0	6	0	57	64.8	0	0	0	0	0	0	0	0	0	0	0	0	28
0	1	22	23	0	0	32	0	6	1	1	0	40	41.8	0	0	0	0	0	0	0	0	0	0	0	0	29
0	1	65	67	0	0	203	2	31	2	20	1	259	287	0	0	0	0	0	0	0	0	0	0	0	0	88
0	0	18	18.5	0	0	32	0	6	1	1	0	40	41.8	0	0	0	0	0	0	0	0	0	0	0	0	9
1	0	4	5.3	0	0	49	0	3	1	7	0	60	69.6	0	0	0	0	0	0	0	0	0	0	0	0	12
0	0	4	4	0	0	43	0	7	6	1	1	58	63.3	0	0	0	0	0	0	0	0	0	0	0	0	24
0	0	5	5	0	0	26	0	4	1	4	1	36	42.7	0	0	0	0	0	0	0	0	0	0	0	0	17
1	0	31	32.8	0	0	150	0	20	9	13	2	194	217.4	0	0	0	0	0	0	0	0	0	0	0	0	62
0	0	3	3	0	0	37	0	14	0	6	0	57	64.8	0	0	0	0	0	0	0	0	0	0	0	0	7
0	0	5	5	0	1	31	0	3	1	6	0	42	49.7	0	0	0	0	0	0	0	0	0	0	0	0	14
0	0	3	3.5	0	0	24	0	4	1	1	0	30	31.8	0	0	0	0	0	0	0	0	0	0	0	0	7
0	0	3	3	0	0	36	0	6	0	5	0	47	53.5	0	0	0	0	0	0	0	0	0	0	0	0	14
0	0	14	14.5	0	1	128	0	27	2	18	0	176	199.8	0	0	0	0	0	0	0	0	0	0	0	0	42
0	0	3	3	0	0	41	0	8	2	3	0	54	58.9	0	0	0	0	0	0	0	0	0	0	0	0	8
0	0	3	3	0	0	27	0	7	2	6	1	43	52.8	0	0	0	0	0	0	0	0	0	0	0	0	9
0	0	5	5	0	0	34	2	8	2	3	0	49	53.9	0	0	0	0	0	0	0	0	0	0	0	0	14
0	0	10	10	0	0	20	0	7	2	4	0	33	39.2	0	0	0	0	0	0	0	0	0	0	0	0	12
0	0	21	21	0	0	122	2	30	8	16	1	179	204.8	0	0	0	0	0	0	0	0	0	0	0	0	43
0	0	7	7	0	0	27	0	5	2	7	0	41	51.1	0	0	0	0	0	0	0	0	0	0	0	0	15
0	0	6	6.5	0	0	32	0	2	2	7	1	44	55.1	0	0	0	0	0	0	0	0	0	0	0	0	9
0	0	7	7	0	0	38	0	4	2	2	0	46	49.6	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	6	6	0	0	20	0	5	2	2	0	29	32.6	0	0	0	0	0	0	0	0	0	0	0	0	9
0	0	26	26.5	0	0	117	0	16	8	18	1	160	188.4	0	0	0	0	0	0	0	0	0	0	0	0	43
0	0	7	7	0	0	35	1	7	1	3	0	47	51.4	0	0	0	0	0	0	0	0	0	0	0	0	12
0	0	3	3	0	0	43	0	5	0	3	0	51	54.9	0	0	0	0	0	0	0	0	0	0	0	0	11
0	0	7	7	0	0	32	0	1	3	5	0	41	49	0	0	0	0	0	0	0	0	0	0	0	0	5
0	1	11	13	0	0	36	0	2	2	3	0	43	47.9	0	0	0	0	0	0	0	0	0	0	0	0	16
0	1	28	30	0	0	146	1	15	6	14	0	182	203.2	0	0	0	0	0	0	0	0	0	0	0	0	44
0	0	3	3	0	0	31	0	9	0	6	0	46	53.8	0	0	0	0	0	0	0	0	0	0	0	0	8
0	0	4	4	0	0	34	0	8	0	5	0	47	53.5	0	0	0	0	0	0	0	0	0	0	0	0	20
0	0	4	4	0	0	34	0	9	2	5	0	50	57.5	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	11	11	0	0	27	0	7	1	3	0	38	42.4	0	0	0	0	0	0	0	0	0	0	0	0	8
0	0	22	22	0	0	126	0	33	3	19	0	181	207.2	0	0	0	0	0	0	0	0	0	0	0	0	46
0	0	6	6	0	0	35	1	7	3	1	0	47	49.8	0	0	0	0	0	0	0	0	0	0	0	0	13
0	0	18	18.5	0	1	52	0	6	0	4	0	63	67.6	0	0	0	0	0	0	0	0	0	0	0	0	17
0	0	6	6.5	0	0	38	1	5	2	3	1	50	55.9	0	0	0	0	0	0	0	0	0	0	0	0	11
0	0	4	4	0	0	44	1	8	2	5	1	61	69.5	0	0	0	0	0	0	0	0	0	0	0	0	18
0	0	34	35	0	1	169	3	26	7	13	2	221	242.8	0	0	0	0	0	0	0	0	0	0	0	0	59
0	0	8	9	0	0	45	0	5	2	3	0	55	59.9	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	3	3	0	0	46	0	8	0	2	0	56	58.6	0	0	0	0	0	0	0	0	0	0	0	0	12
0	0	4	4	0	0	34	0	12	2	3	1	52	57.9	0	0	0	0	0	0	0	0	0	0	0	1	11
0	0	8	9	0	0	37	1	11	1	2	0	52	55.1	0	0	0	0	0	0	0	0	0	0	0	0	18
0	0	23	25	0	0	162	1	36	5	10	1	215	231.5	0	0	0	0	0	0	0	0	0	0	0	1	51
0	0	3	3	0	0	41	0	13	1	3	0	58	62.4	0	0	0	0	0	0	0	0	0	0	0	0	26
0	0	9	9.5	0	0	49	0	12	1	5	0	67	74	0	0	0	0	0	0	0	0	0	0	0	0	17
0	0	14	14	0	0	50	0	9	0	1	0	60	61.3	0	0	0	0	0	0	0	0	0	0	0	0	9
0	0	17	17	0	1	43	0	9	0	2	0	55	57	0	0	0	0	0	0	0	0	0	0	0	0	22
0	0	43	43.5	0	1	183	0	43	2	11	0	240	254.7	0	0	0	0	0	0	0	0	0	0	0	0	74
0	0	20	20	0	0	43	0	3	4	0	0	50	52	0	0	0	0	0	0	0	0	0	0	0	0	11
0	0	25	25	0	0	36	0	4	1	0	1	42	43.5	0	0	0	0	0	0	0	0	0	0	0	0	15
0	0	7	7	0	0	36	1	11	3	0	0	51	52.5	0	0	0	0	0	0	0	0	0	0	0	0	16
0	0	14	14	0	0	35	0	7	0	1	0	43	44.3	0	0	0	0	0	0	0	0	0	0	0	0	16
0	0	66	66	0	0	150	1	25	8	1	1	186	192.3	0	0	0	0	0	0	0	0	0	0	0	0	58
2	0	10	12.6	0	0	28	0	7	0	1	0	36	37.3	0	0	0	0	0	0	0	0	0	0	0	0	11
1	0	8	9.3	0	0	30	0	6	3	3	0	42	47.4	0	0	0	0	0	0	0	0	0	0	0	0	13
0	0	6	6	0	0	26	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	9	9	0	0	46	0	2	1	1	0	50	51.8	0	0	0	0	0	0	0	0	0	0	0	0	4
3	0	33	36.9	0	0	130	0	15	4	5	0	154	162.5	0	0	0	0	0	0	0	0	0	0	0	0	38
0	0	6	6	0	0	20	0	1	1	1	0	23	24.8	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	1	1	0	0	17	0	2	1	1	0	21	22.8	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	1	1	0	0	17	0	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	4
0	0	1	1	0	0	10	0	1	0	3	0	14	17.9	0	0	0	0	0	0	0	0	0	0	0	0	8
0	0	9	9	0	0	64	0	5	2	5	0	76	83.5	0	0	0	0	0	0	0	0	0	0	0	0	32
0	0	1	1	0	0	15	0	0	0	2	0	17	19.6	0	0	0	0	0	0	0	0	0	0	0	0	10
0	0	1	1	0	0	8	0	1	1	1	0	11	12.8	0	0	0	0	0	0	0	0	0	0	0	0	3
0	0	1	1	0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	3
0	0	2	2	0	0	16	0	1	0	2	0	19	21.6	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	5	0	0	48	0	3	1	5	0	57	64	0	0	0	0	0	0	0	0	0	0	0	0	16
4	2	436	450.7	0	3	2067	10	361	83	197	11	2732	3038.8	0	0	0	0	0	0	0	0	0	0	0	2	781

B => C							C => A										C => B									
TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
0	0	0	0	0	3	3	0	0	1	0	1	0	0	0	2	2	0	0	2	0	1	1	0	0	4	4.5
0	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4
0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
0	0	1	0	0	21	20.9	0	0	1	0	1	0	0	0	2	2	0	0	15	0	2	1	0	0	18	18.5
0	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	11	11
0	5	1	0	0	21	21.5	0	0	0	0	1	0	0	0	1	1	0	0	9	0	2	1	0	0	12	12.5
0	5	0	0	0	19	19	0	0	0	0	0	1	0	0	1	1.5	0	0	5	0	1	0	0	0	6	6
0	4	0	0	0	28	28	0	0	7	0	0	1	0	0	8	8.5	0	0	8	0	3	0	0	0	11	11
0	16	1	0	0	83	83.5	0	0	7	0	1	2	0	0	10	11	0	0	32	0	7	1	0	0	40	40.5
0	5	1	0	1	27	28.5	0	0	11	1	0	1	0	0	13	13.5	0	0	6	0	1	0	0	0	7	7
1	1	0	0	0	13	13	0	0	14	0	1	0	0	0	15	15	0	0	11	0	1	0	0	0	12	12
1	6	0	0	0	35	35	0	0	19	0	2	0	0	0	21	21	0	0	13	0	0	0	0	0	13	13
0	2	0	0	0	31	31	0	0	21	1	1	1	0	0	24	24.5	0	0	11	0	5	1	1	0	18	19.8
2	14	1	0	1	106	107.5	0	0	65	2	4	2	0	0	73	74	0	0	41	0	7	1	1	0	50	51.8
0	2	0	0	0	11	11	0	0	12	0	0	1	0	0	13	13.5	0	0	10	0	1	0	0	0	11	11
0	4	0	0	0	16	16	0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	3	3
0	1	0	0	0	25	25	0	0	3	0	1	0	0	0	4	4	0	0	1	0	1	0	0	0	2	2
0	3	2	0	0	22	23	0	0	1	0	0	0	0	0	1	1	0	0	4	0	1	0	0	0	5	5
0	1	0	0	0	25	25	0	0	3	0	1	0	0	0	4	4	0	0	1	0	1	0	0	0	2	2
0	3	2	0	0	22	23	0	0	1	0	0	0	0	0	1	1	0	0	4	0	1	0	0	0	5	5
0	10	2	0	0	74	75	0	0	19	0	1	1	0	0	21	21.5	0	0	18	0	3	0	0	0	21	21
0	6	0	0	0	13	13	0	0	1	0	0	1	1	0	3	4.8	0	0	3	0	2	0	0	0	5	5
0	1	0	0	0	15	15	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	2	2
0	1	0	0	0	8	8	0	0	2	0	0	1	0	0	3	3.5	0	0	4	0	0	0	0	0	4	4
0	3	0	0	0	17	17	0	0	5	0	2	0	0	0	7	7	0	0	4	0	0	0	0	0	4	4
0	11	0	0	0	53	53	0	0	10	0	2	2	1	0	15	17.3	0	0	13	0	2	0	0	0	15	15
0	4	0	0	0	12	12	0	0	4	0	0	0	0	0	4	4	0	0	2	0	1	0	0	0	3	3
0	1	0	0	0	10	10	0	0	1	0	0	0	0	0	1	1	0	0	3	0	2	1	0	0	6	6.5
0	2	0	0	0	16	16	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
0	0	3	0	0	15	16.5	0	0	10	1	0	0	0	0	11	11	0	0	1	0	0	0	0	0	1	1
0	7	3	0	0	53	54.5	0	0	16	1	0	0	0	0	17	17	0	0	9	0	3	1	0	0	13	13.5
0	4	0	1	0	20	21.3	0	0	9	0	0	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1
0	2	0	1	0	12	13.3	0	0	4	0	0	1	0	0	5	5.5	0	0	4	0	1	2	0	0	7	8
0	2	0	0	0	12	12	0	0	3	0	0	0	0	0	3	3	0	0	4	0	1	0	0	0	5	5
0	1	1	0	0	11	11.5	0	0	12	0	0	0	0	0	12	12	0	0	6	0	1	0	0	0	7	7
0	9	1	2	0	55	58.1	0	0	28	0	0	1	0	0	29	29.5	0	0	15	0	3	2	0	0	20	21
0	3	0	0	0	15	15	0	0	10	0	0	0	0	0	10	10	0	0	5	0	2	0	0	0	7	7
0	5	0	0	0	16	16	0	0	4	0	0	1	0	0	5	5.5	0	0	3	0	0	0	0	0	3	3
0	0	0	0	0	5	5	0	0	3	0	2	0	0	0	5	5	0	0	2	0	0	0	0	0	2	2
0	4	0	0	0	20	20	0	0	8	0	0	0	0	0	8	8	0	0	6	0	1	0	0	0	7	7
0	12	0	0	0	56	56	0	0	25	0	2	1	0	0	28	28.5	0	0	16	0	3	0	0	0	19	19
0	3	0	0	0	11	11	0	0	6	0	0	0	0	0	6	6	0	0	7	0	1	0	0	0	8	8
0	3	0	0	0	23	23	0	0	1	0	0	0	0	0	1	1	0	0	10	0	7	0	0	0	17	17
1	8	0	1	0	20	21.3	0	0	3	0	1	0	0	0	4	4	0	0	4	0	0	0	0	0	4	4
0	5	1	0	0	14	14.5	0	0	8	2	1	0	0	1	12	13	0	0	7	0	0	1	0	0	8	8.5
1	19	1	1	0	68	69.8	0	0	18	2	2	0	0	1	23	24	0	0	28	0	8	1	0	0	37	37.5
0	2	1	0	0	16	16.5	0	0	7	1	1	0	0	0	9	9	0	0	5	0	0	0	0	1	6	7
0	3	0	0	0	20	20	0	0	4	0	2	0	0	0	6	6	0	0	9	0	2	1	0	0	12	12.5
0	2	2	2	0	17	20.6	0	0	5	0	2	1	0	0	8	8.5	0	0	8	0	1	0	0	0	9	9
0	5	1	0	0	24	24.5	0	0	1	0	1	3	1	0	6	8.8	0	0	9	0	0	0	0	0	9	9
0	12	4	2	0	77	81.6	0	0	17	1	6	4	1	0	29	32.3	0	0	31	0	3	1	0	1	36	37.5
1	1	0	0	0	12	12	0	0	4	0	2	1	1	0	8	9.8	0	0	9	0	2	0	0	0	11	11
0	2	0	0	0	14	14	0	0	6	0	0	0	0	0	6	6	0	0	3	0	1	0	0	0	4	4
0	4	0	0	0	16	15.4	0	0	6	0	0	0	0	0	6	6	0	0	4	0	1	0	0	0	5	5
0	2	0	0	0	14	14	0	0	6	0	0	0	0	0	6	6	0	0	3	0	1	0	0	0	4	4
0	4	0	0	0	16	15.4	0	0	6	0	0	0	0	0	6	6	0	0	4	0	1	0	0	0	5	5
0	5	2	1	0	26	28.3	0	0	5	0	0	0	0	0	5	5	0	0	5	0	1	0	0	0	6	6
1	12	2	1	0	68	69.7	0	0	21	0	2	1	1	0	25	26.8	0	0	21	0	5	0	0	0	26	26
0	4	0	0	0	30	30	0	0	4	0	0	1	0	0	5	5.5	0	1	6	0	1	0	0	0	8	7.4
0	4	0	1	0	22	23.3	0	0	3	0	1	0	0	0	4	4	0	0	5	0	4	0	0	0	9	9
0	3	0	0	0	12	12	0	0	4	0	0	0	0	0	4	4	0	0	3	0	1	0	0	0	4	4
0	4	2	0	0	28	29	0	0	11	0	0	0	0	0	11	11	0	0	5	0	0	0	0	0	5	5
0	15	2	1	0	92	94.3	0	0	22	0	1	1	0	0	24	24.5	0	1	19	0	6	0	0	0	26	25.4
0	2	0	0	0	13	13	0	0	7	0	1	0	0	0	8	8	0	0	7	0	0	0	0	0	7	7
0	4	0	0	0	19	19	0	0	17	0	0	0	0	0	17	17	0	0	7	0	2	0	0	0	9	9
0	2	0	0	0	18	18	0	0	9	0	0	0	0	0	9	9	0	0	7	0	0	0	0	0	7	7
0	2	1	0	0	19	19.5	0	0	2	0	0	0	0	0	2	2	0	0	1	0	1	0	0	0	2	2
0	10	1	0	0	69	69.5	0	0	35	0	1	0	0	0	36	36	0	0	22	0	3	0	0	0	25	25
0	3	0	0	0	14	14	0	0	12	0	0	0	0	0	12	12	0	0	9	0	1	0	0	0	10	10
0	0	0	0	0	13	13	0	0	36	0	0	1	0	0	37	37.5	0	0	6	0	1	0	0	0	7	7
0	0	0	0	0	10	10	0	0	8	0	0	0	0	0	8	8	0	0	2	0	0	0	0	0	2	2
0	2	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5
0	5	0	0	0	43	43	0	0	57	0	0	1	0	0	58	58.5	0	0	22	0	2	0	0	0	24	24
0	0	0	0	0	10	10	0	0	3	0	0	0	0	0	3	3	0	0	7	0	0	0	0	0	7	7
0	0	0	0	0	10	10	0	0	2	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4	4
0	0	0	0	0	4	4	0	0	2	0	0	0	0	0	2	2	0	0	7	0	0	0	0	0	7	7
0	0	0	0	0	8	8	0	0	2	0	0	0	0	0	2	2	0	0	3	0	0	0	0	0	3	3
0	0	0	0	0	32	32	0	0	9	0	0	0	0	0	9	9	0	0	21	0	0	0	0	0	21	21
0	1	0	0	0	11	11	0	0	5	0	1	0	0	0	6	6	0	0	2	0	0	0	0	0	2	2
0	0	0	0	0	3	3	0	0	2	0	1	0	0	0	3	3	0	0	5	0	0	0	0	0	5	5
0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	17	17	0	0	11	0	2	0	0	0	13	13	0	0	11	0	0	0	0	0	11	11
4	153	19	7	1	967	985.4	0	0	361	6	25	16	3	1	412	424.9	0	1	334	0	57	8	1	1	402	407.7

C => C									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 255 23419 - Castlelands, Mallow, Cork V2
Location: St. Joseph's Road, L-1220-0 / N-72-386 / Bridewell Lane, L-9016-0 Junction at Spa Walk
Date: Thu 05-Oct-2023
AM Peak: 08:00 — 09:00 **Total:** 610
PM Peak: 17:30 — 18:30 **Total:** 588
15 Min Peak: 08:30 — 08:45 **Total:** 177
Overall 15 Min Peak: 08:30 — 08:45 **Total:** 177 **Date:** 05/10/2023

	A => A										A => B										A => C					
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0
06:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4	0	0	26	0	4	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4	0	0	80	0	8	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	41	1	5	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	1	9	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	40	0	9	1
07:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	64	2	9	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	191	4	32	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	1	5	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	0	4	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	2	7	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	51	1	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	233	4	19	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	1	4	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	5	1
09:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	40	1	4	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	5	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	158	2	18	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	7	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	2	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	2	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	1	5	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	4	16	1
11:00	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	25	2	5	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	5	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	1	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	1	0	2
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	121	4	11	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	3	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	6	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	1	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	3	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	1	13	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	2	5	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	3	6	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	2	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	1	5	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	6	18	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	6	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	1	4	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	1	8	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	5	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	4	23	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	8	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	9	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	1	6	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	1	6	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	2	29	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	7	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	2	0
16:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28	1	6	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	1	3	2
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	116	5	18	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	1	6	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1	6	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	0	6	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	7	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	122	2	25	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	5	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	7	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	4	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	0	18	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	6	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	1	2	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	1	10	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	3	0
20:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	2	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	65	1	6	0
21:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21	0	2	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	2	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	53	0	4	1
16 TOT	0	0	6	0	0	0	0	0	6	6	0	1	1	0	0	0	0	0	2	1.4	3	1	2035	40	268	20

				A => D										A => E											
OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
0	0	11	11	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	18	18	0	0	1	0	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	30	30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	29	29	0	0	4	0	0	0	0	0	4	4	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	88	88	0	0	8	0	0	1	0	0	9	9.5	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	48	47.4	0	0	5	0	1	0	0	0	6	6	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	56	56	0	0	3	0	1	1	0	0	5	5.5	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	51	50.7	0	1	6	1	1	0	0	0	9	8.4	0	0	2	0	1	0	0	0	3	3	0	0	0
0	1	76	77	0	0	17	0	0	0	0	0	17	17	0	0	3	0	0	0	0	0	3	3	0	0	0
0	1	231	231.1	0	1	31	1	3	1	0	0	37	36.9	0	0	9	0	1	0	0	0	10	10	0	0	0
0	0	70	70.5	0	0	24	0	2	0	0	0	26	26	0	0	6	0	1	0	0	0	7	7	0	0	0
0	1	67	68	0	0	33	0	1	0	0	0	34	34	0	0	5	0	0	0	0	0	5	5	0	0	0
0	0	66	66	0	0	32	0	2	0	0	0	34	34	0	0	6	0	1	0	0	0	7	7	0	0	0
0	0	56	55.2	0	0	9	0	0	0	0	0	9	9	0	0	2	0	0	0	0	0	2	2	0	0	0
0	1	259	259.7	0	0	98	0	5	0	0	0	103	103	0	0	19	0	2	0	0	0	21	21	0	0	0
1	1	58	60.8	0	0	18	1	0	0	0	0	19	19	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	36	36.5	0	0	11	0	0	0	0	0	11	11	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	46	46.5	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	43	43	0	0	11	0	1	2	0	0	14	15	0	0	2	0	0	0	0	0	2	2	0	0	0
1	1	183	186.8	0	0	51	1	1	2	0	0	55	56	0	0	7	0	0	0	0	0	7	7	0	0	0
0	0	21	21	0	0	10	0	0	0	0	0	10	10	0	0	3	0	1	0	0	0	4	4	0	0	0
0	0	29	29	0	0	3	0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	25	25	0	0	7	0	3	0	0	0	10	10	0	0	4	0	0	0	0	0	4	4	0	0	0
0	0	34	34.5	0	0	11	0	0	0	0	0	11	11	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	109	109.5	0	0	31	0	3	0	0	0	34	34	0	0	10	0	1	0	0	0	11	11	0	0	0
0	0	32	32	0	0	10	1	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	35	35	0	0	12	0	0	0	0	0	12	12	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	31	31	0	0	5	0	2	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	40	41	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	138	139	0	0	39	1	2	0	0	0	42	42	0	0	2	0	0	0	0	0	2	2	0	0	0
1	0	33	34.8	0	0	13	0	0	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	33	33	0	0	10	0	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	28	28	0	0	13	0	1	0	0	0	14	14	0	0	3	0	0	0	0	0	3	3	0	0	0
0	1	39	40.5	0	0	13	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	133	136.3	0	0	49	0	4	1	0	0	54	54.5	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	42	42	0	0	14	0	0	0	0	0	14	14	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	41	41	0	0	14	1	1	0	0	0	16	16	0	0	3	0	1	0	0	0	4	4	0	0	0
0	0	26	26	0	0	13	0	1	0	0	0	14	14	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	44	44	0	0	9	0	0	0	0	0	9	9	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	153	153	0	0	50	1	2	0	0	0	53	53	0	0	9	0	1	0	0	0	10	10	0	0	0
0	0	44	44	0	0	14	1	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	46	46.5	0	0	20	1	2	0	0	0	23	23	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	48	48	0	0	12	0	0	0	0	0	12	12	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	50	51	0	0	16	1	1	0	0	0	18	18	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	188	189.5	0	0	62	3	4	0	0	0	69	69	0	0	6	0	1	0	0	0	7	7	0	0	0
0	0	37	37	0	0	17	0	0	0	0	0	17	17	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	36	36	0	0	9	0	1	0	0	0	10	10	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	50	50	0	0	17	0	0	0	0	0	17	17	0	0	1	0	1	0	0	0	2	2	0	0	0
1	0	40	41.3	0	0	9	1	0	0	0	0	10	10	0	0	1	0	0	0	0	0	1	1	0	0	0
1	0	163	164.3	0	0	52	1	1	0	0	0	54	54	0	0	4	0	2	0	0	0	6	6	0	0	0
0	0	29	29.5	0	0	16	0	1	0	0	0	17	17	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	36	36	0	0	9	0	2	0	0	0	11	11	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	35	35	0	0	12	0	0	0	0	0	12	12	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	36	36	0	0	9	0	2	0	0	0	11	11	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	35	35	0	0	12	0	0	0	0	0	12	12	0	0	1	0	0	0	0	0	1	1	0	0	0
1	0	43	45.3	0	0	25	0	3	1	0	0	29	29.5	0	0	4	0	0	0	0	0	4	4	0	0	0
1	0	143	145.8	0	0	62	0	6	1	0	0	69	69.5	0	0	8	0	0	0	0	0	8	8	0	0	0
0	0	39	39	0	0	19	0	1	0	0	0	20	20	0	0	3	0	0	0	0	0	3	3	0	0	1
0	0	37	37	0	0	12	1	0	0	1	0	14	15.3	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	36	35.7	1	0	18	0	0	0	0	0	19	18.2	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	40	40.5	0	0	23	0	4	0	0	0	27	27	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	152	152.2	1	0	72	1	5	0	1	0	80	80.5	0	0	10	0	0	0	0	0	10	10	0	0	1
0	0	27	27	0	0	16	0	0	0	0	0	16	16	0	0	1	0	0	0	0	0	1	1	0	0	1
0	0	36	36	0	0	10	0	0	0	0	0	10	10	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	55	55	0	0	3	0	1	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	39	39.5	0	0	20	0	0	0	0	0	20	20	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	157	157.5	0	0	49	0	1	0	0	0	50	50	0	0	5	0	0	0	0	0	5	5	0	0	1
0	0	42	42	0	0	15	0	1	0	0	0	16	16	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	46	46	0	0	14	0	1	0	0	0	15	15	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	33	33	0	0	24	0	3	0	0	0	27	27	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	27	27	0	0	14	0	2	0	0	0	16	16	0	0	5	0	0	0	0	0	5	5	0	0	0
0	0	148	148	0	0	67	0	7	0	0	0	74	74	0	0	9	0	0	0	0	0	9	9	0	0	0
0	0	28	28	0	0	10	0	2	0	0	0	12	12	0	0	4	0	0	0	0	0	4	4	0	0	0
0	0	16	16	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13	13	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	1
0	0	15	15	0	0	7	0	0	0	0	0	7	7	0	0	2	0	1	0	0	0	3	3	0	0	0
0	0	72	72	0	0	28	0	2	0	0	0	30	30	0	0	7	0	1	0	0	0	8	8	0	0	1
0	0	23	23	0	0	3	0	1	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	14	14.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	8	8	0	0	4	0	3	0	0	0	7	7	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	13	13	0	0	5	0	0	0	0	0	5	5	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	58	58.5	0	0	14	0	4	0	0	0	18	18	0	0	5	0	0	0	0	0	5	5	0	0	0
4	4	2375	2391.2	1	1	763	9	50	6	1	0	831	833.9	0	0	113	0	10	0	0	0	123	123	0	0	3

B => A							B => B										B => C									
TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
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B => D										B => E										C => A						
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2
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			C => B										C => C										C =			
PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI
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0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

> D						C => E										D => A										
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2353	38	175	19	0	3	2594	2602.1	0

D => B									D => C										D => D							
M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV
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0	17	0	0	0	0	0	17	17	1	0	259	1	30	5	0	0	296	297.7	0	0	2	0	0	0	0	0

		D => E										E => A										E => B				
TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV
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					E => C										E => D											
OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
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0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	2	0	0	104	0	14	0	0	0	118	118	0	0	22	0	4	1	0	0	27	27.5	0	0

E => E							
CAR	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	1	1
1	0	0	0	0	0	1	1

IDASO

Survey Name: 255 23419 - Castlelands, Mallow, Cork V2
Location: Bridewell Lane, L-9016-0 / Bridge Street, N-72-385 Junction
Date: Thu 05-Oct-2023
AM Peak: 08:15 — 09:15 **Total:** 938
PM Peak: 16:30 — 17:30 **Total:** 1018
15 Min Peak: 16:30 — 16:45 **Total:** 263
Overall 15 Min Peak: 16:30 — 16:45 **Total:** 263 **Date:** 05/10/2023

	A => A										A => B										A => C					
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0

				A => D										B => A											
OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
0	0	0	0	0	0	8	0	2	2	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	20	0	3	2	2	0	27	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	27	0	2	1	0	1	31	32.5	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	28	1	7	3	3	0	42	47.4	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	83	1	14	8	5	1	112	123.5	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	35	0	7	1	3	0	46	50.4	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	36	1	6	7	4	0	55	62.9	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	52	0	14	2	3	0	71	75.9	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	57	0	11	4	5	0	77	85.5	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	1	0	180	1	38	14	15	0	249	274.7	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	76	1	14	1	4	0	96	101.7	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	75	0	6	2	3	1	87	92.9	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	67	0	8	1	4	1	81	87.7	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	61	1	5	2	5	0	74	81.5	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	2	2	0	0	279	2	33	6	16	2	338	363.8	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	1	0	82	2	5	1	2	0	93	95.3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	65	2	7	3	4	1	82	89.7	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	1	0	62	4	12	4	3	1	87	93.1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	62	3	5	4	1	1	76	80.3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	2	0	271	11	29	12	10	3	338	358.4	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	67	2	12	0	2	0	83	85.6	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	71	1	9	4	8	0	93	105.4	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	80	3	7	2	2	0	94	97.6	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	61	6	9	1	3	1	82	86.8	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	279	12	37	7	15	1	352	375.4	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	83	1	14	3	3	0	104	109.4	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	84	5	14	2	1	0	106	108.3	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	0	0	0	0	70	2	6	3	4	0	85	91.7	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	69	3	8	2	2	0	84	87.6	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	306	11	42	10	10	0	379	397	0	0	4	0	1	0	0	0	5	5	0	0	0
0	0	0	0	0	0	77	2	10	2	4	0	95	101.2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	81	1	10	2	3	0	97	101.9	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	0	0	1	0	86	2	14	4	3	0	110	115.1	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	77	2	14	0	1	0	94	95.3	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	1	0	321	7	48	8	11	0	396	413.5	0	0	3	0	1	0	0	0	4	4	0	0	0
0	0	0	0	0	0	69	2	9	1	3	0	84	88.4	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	91	2	6	2	2	0	103	106.6	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	66	2	12	2	3	0	85	89.9	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	87	2	9	6	2	0	106	111.6	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	313	8	36	11	10	0	378	396.5	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	85	1	9	1	2	0	98	101.1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	89	2	7	2	1	0	101	103.3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	73	1	9	1	2	0	86	89.1	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	0	0	0	0	84	3	7	0	0	0	94	94	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	331	7	32	4	5	0	379	387.5	0	0	1	0	1	0	0	0	2	2	0	0	0
0	0	0	0	0	0	84	1	4	1	1	1	92	94.8	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	75	1	11	0	1	1	89	91.3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	65	0	14	0	1	0	81	81.7	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	83	0	11	1	4	0	99	104.7	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	307	2	40	2	7	2	361	372.5	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	65	2	14	1	2	0	84	87.1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	62	0	10	1	2	0	75	78.1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	102	1	7	3	0	1	114	116.5	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	73	2	11	2	1	0	89	91.3	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	302	5	42	7	5	1	362	373	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	1	0	79	5	5	1	0	0	91	90.7	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	1	1	1	0	87	0	7	0	3	0	98	101.1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	76	1	7	1	1	0	86	87.8	0	0	3	0	0	0	0	0	3	3	0	0	0
0	0	0	0	1	0	67	0	2	2	1	0	73	74.5	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	2	2	3	0	309	6	21	4	5	0	348	354.1	0	0	5	0	1	0	0	0	6	6	0	0	0
0	0	1	1	0	1	79	1	4	1	0	0	86	85.9	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	70	2	13	1	1	0	87	88.8	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	81	1	11	1	0	0	94	94.5	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	1	69	3	5	0	1	1	80	81.7	0	0	4	0	0	0	0	0	4	4	0	0	0
0	0	1	1	0	2	299	7	33	3	2	1	347	350.9	0	0	6	0	0	0	0	0	6	6	0	0	0
0	0	0	0	0	1	98	1	7	1	1	0	109	110.2	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	88	0	6	1	2	0	97	100.1	0	0	3	0	1	0	0	0	4	4	0	0	0
0	0	0	0	0	0	108	3	4	3	0	0	118	119.5	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	1	0	114	2	6	2	1	0	126	127.5	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	1	1	408	6	23	7	4	0	450	457.3	0	0	8	0	1	0	0	0	9	9	0	0	0
0	0	0	0	0	0	91	0	4	1	0	0	96	96.5	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	80	1	3	1	0	0	85	85.5	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	54	1	3	0	1	0	59	60.3	0	0	2	0	0	0	0	0	2	2	0	0	0
0	0	0	0	0	0	58	1	2	0	2	0	63	65.6	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	283	3	12	2	3	0	303	307.9	0	0	5	0	0	0	0	0	5	5	0	0	0
0	0	0	0	0	0	60	0	4	0	2	0	66	68.6	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	34	2	2	1	1	0	40	41.8	0	0	4	0	0	0	0	0	4	4	0	0	0
0	0	0	0	0	0	34	0	6	0	0	0	40	40	0	0	1	0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	40	1	0	0	2	0	43	45.6	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	0	0	0	0	168	3	12	1	5	0	189	196	0	0	6	0	1	0	0	0	7	7	0	0	0
0	0	7	7	8	5	4439	92	492	106	128	11	5281	5502	0	0	46	0	6	0	0	0	52	52	0	0	0

B => B							B => C										B => D									
TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	1	0	0	20	20.5
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	5	0	0	0	33	33
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	28	0	2	0	0	0	30	30
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	83	0	9	1	0	0	93	93.5
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	41	1	6	0	0	0	49	48.4
0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	49	0	11	0	0	0	60	60
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	38	1	10	1	0	0	51	50.7
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	71	2	9	0	0	1	83	84
0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	5	1	1	199	4	36	1	0	1	243	243.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	1	3	1	0	0	65	65.5
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	58	0	5	1	0	1	65	66.5
0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	3.5	0	0	59	2	7	0	0	0	68	68
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	1	3	0	0	0	56	56
0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	4	4.5	0	0	229	4	18	2	0	1	254	256
0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	1	0	52	0	4	1	1	1	60	62
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	36	1	5	1	0	0	43	43.5
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	1	4	0	0	0	47	47
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	39	0	5	1	0	0	45	45.5
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	7	0	0	0	23	23
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2	4	0	0	0	39	39
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	3	0	0	0	30	30
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	32	1	7	1	0	0	41	41.5
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	107	4	21	1	0	0	133	133.5
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	5	0	0	0	39	39
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	1	2	2	0	0	48	49
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	142	4	16	2	0	0	164	165
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	28	0	4	0	1	0	33	34.3
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	2	1	0	0	34	34.5
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0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2.5	0	0	129	1	15	2	1	1	149	152.3
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	3	6	0	0	0	51	51
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	2	0	0	0	34	34
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	1	5	0	0	0	54	54
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	6	18	0	0	0	176	176
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	2	6	0	0	0	42	42
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	50	1	4	1	0	0	56	56.5
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	2	8	0	0	0	51	51
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	6	2	0	0	54	55
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	171	5	24	3	0	0	203	204.5
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0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	159	2	33	1	1	0	196	197.8
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	4	1	0	0	41	41.5
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0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	43	1	3	0	0	0	47	47
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0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	169	1	11	0	0	0	181	181
0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	36	0	3	0	0	0	39	39
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	19	19
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	2	0	0	0	20	20
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	2	0	0	0	30	30
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0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	77	0	6	1	0	0	84	84.5
0	0	0	0	0	0	0	1	0	22	0	6	2	0	0	31	31.2	2	1	2349	41	300	23	4	4	2724	2742.5

C => A										C => B										C => C						
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2
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			C => D										D => A										D =			
PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	1	12	0	2	0	118	120.6	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	0	4	0	0	0	93	93	0	0	0	0
0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	76	1	8	0	1	0	86	87.3	0	0	1	0
0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	371	3	33	1	3	0	411	415.4	0	0	3	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	0	4	0	3	0	90	93.9	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	5	1	0	0	55	55.5	0	0	0	0
0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	58	1	2	0	1	0	62	63.3	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	5	2	1	0	60	62.3	0	0	1	0
0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	242	1	16	3	5	0	267	275	0	0	3	0
0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	74	0	1	1	0	0	76	76.5	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	2	0	0	0	47	47	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	6	0	0	0	48	48	0	0	1	0
0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	34	1	1	1	0	0	37	37.5	0	0	1	0
0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	195	1	10	2	0	0	208	209	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	1	2	0	0	0	37	37	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	1	0	0	31	31.5	0	0	1	0
0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	18	0	2	0	0	0	20	20	0	0	1	0
0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	20	1	3	0	1	0	25	26.3	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	102	2	7	1	1	0	113	114.8	0	0	3	0
0	0	0	0	0	22	1	10	4	0	0	37	39	4	2	3842	54	412	80	116	11	4521	4718.4	0	0	19	0

> B						D => C										D => D									
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
3	0	0	0	22	22	0	0	10	0	5	1	0	0	16	16.5	0	0	1	0	0	0	0	0	1	1

Appendix B TRICS Data

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	403	0.000	3	403	0.000	3	403	0.000
07:00 - 08:00	18	514	1.589	18	514	0.648	18	514	2.237
08:00 - 09:00	18	514	3.123	18	514	2.226	18	514	5.349
09:00 - 10:00	18	514	1.308	18	514	1.286	18	514	2.594
10:00 - 11:00	18	514	0.421	18	514	0.259	18	514	0.680
11:00 - 12:00	18	514	0.540	18	514	0.303	18	514	0.843
12:00 - 13:00	18	514	1.081	18	514	1.416	18	514	2.497
13:00 - 14:00	18	514	0.756	18	514	1.070	18	514	1.826
14:00 - 15:00	18	514	0.508	18	514	0.454	18	514	0.962
15:00 - 16:00	18	514	1.048	18	514	1.027	18	514	2.075
16:00 - 17:00	18	514	0.973	18	514	1.362	18	514	2.335
17:00 - 18:00	18	514	1.740	18	514	2.485	18	514	4.225
18:00 - 19:00	17	536	0.143	17	536	0.648	17	536	0.791
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.230			13.184			26.414

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	149 - 1250 (units: sqm)
Survey date date range:	01/01/15 - 12/10/22
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C Modelling Results

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 1. 224209 LRD Junctions 9 Olivers Cross Western.j9
Path: I:\DWGS\224\201-250\224209\3.0 Calculations\1. Civils\224209-PUNCH-XX-XX-CA-C-0002_LRD Traffic Calculations\Phasing\2024\Junctions 9 Models\2024-09-25 Updated Models LRD
Report generation date: 18/10/2024 11:00:38

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	Existing 2023									
Stream B-AC	0.4	10.79	0.29	B	2.19	0.1	8.85	0.12	A	0.95
Stream C-B	0.1	7.02	0.13	A		0.1	6.54	0.08	A	
	Do Nothing 2026									
Stream B-AC	0.5	11.30	0.31	B	2.28	0.1	9.11	0.13	A	0.97
Stream C-B	0.2	7.17	0.13	A		0.1	6.63	0.09	A	
	Do Nothing 2031									
Stream B-AC	0.5	12.22	0.35	B	2.44	0.2	9.48	0.14	A	1.00
Stream C-B	0.2	7.40	0.15	A		0.1	6.79	0.09	A	
	Do Nothing 2041									
Stream B-AC	0.6	13.43	0.39	B	2.65	0.2	9.97	0.16	A	1.05
Stream C-B	0.2	7.69	0.17	A		0.1	6.99	0.11	A	
	Phase 1 2026									
Stream B-AC	0.5	11.99	0.35	B	2.56	0.2	9.33	0.15	A	1.07
Stream C-B	0.2	7.30	0.15	A		0.1	6.65	0.09	A	
	Phase 1 2031									
Stream B-AC	0.6	13.04	0.39	B	2.74	0.2	9.78	0.16	A	1.11
Stream C-B	0.2	7.55	0.16	A		0.1	6.82	0.10	A	

	Phase 1 2041									
Stream B-AC	0.8	14.43	0.43	B	2.98	0.2	10.23	0.18	B	1.15
Stream C-B	0.2	7.85	0.18	A		0.1	7.01	0.11	A	
	Phase 1 & 2 2026									
Stream B-AC	0.7	13.35	0.41	B	3.07	0.2	9.73	0.18	A	1.25
Stream C-B	0.2	7.55	0.17	A		0.1	6.69	0.09	A	
	Phase 1 & 2 2031									
Stream B-AC	0.8	14.67	0.45	B	3.30	0.2	10.15	0.20	B	1.27
Stream C-B	0.2	7.82	0.18	A		0.1	6.86	0.10	A	
	Phase 1 & 2 2041									
Stream B-AC	1.0	16.45	0.50	C	3.60	0.3	10.72	0.22	B	1.31
Stream C-B	0.3	8.14	0.20	A		0.1	7.05	0.11	A	
	Phase 1, 2 & 3 2026									
Stream B-AC	0.8	14.32	0.45	B	3.41	0.2	9.92	0.20	A	1.34
Stream C-B	0.2	7.68	0.18	A		0.1	6.71	0.09	A	
	Phase 1, 2 & 3 2031									
Stream B-AC	0.9	15.84	0.49	C	3.68	0.3	10.42	0.22	B	1.37
Stream C-B	0.2	7.94	0.19	A		0.1	6.88	0.10	A	
	Phase 1, 2 & 3 2041									
Stream B-AC	1.1	17.88	0.54	C	4.03	0.3	10.94	0.23	B	1.39
Stream C-B	0.3	8.28	0.21	A		0.1	7.07	0.11	A	
	Phase 1 & Aldworth Heights 2026									
Stream B-AC	0.8	14.20	0.45	B	3.40	0.3	10.25	0.22	B	1.47
Stream C-B	0.2	7.39	0.15	A		0.1	6.65	0.09	A	
	Phase 1 & Aldworth Heights 2031									
Stream B-AC	1.0	15.72	0.49	C	3.68	0.3	10.72	0.24	B	1.49
Stream C-B	0.2	7.66	0.17	A		0.1	6.82	0.10	A	
	Phase 1 & Aldworth Heights 2041									
Stream B-AC	1.1	17.78	0.54	C	4.04	0.4	11.35	0.26	B	1.54
Stream C-B	0.2	7.98	0.19	A		0.1	7.01	0.11	A	
	Phase 1, 2 & Aldworth Heights 2026									
Stream B-AC	1.0	16.20	0.51	C	4.10	0.3	10.67	0.25	B	1.65
Stream C-B	0.2	7.65	0.18	A		0.1	6.69	0.09	A	
	Phase 1, 2 & Aldworth Heights 2031									
Stream B-AC	1.2	18.11	0.56	C	4.44	0.4	11.25	0.27	B	1.69
Stream C-B	0.2	7.92	0.19	A		0.1	6.86	0.10	A	
	Phase 1, 2 & Aldworth Heights 2041									
Stream B-AC	1.5	20.90	0.60	C	4.95	0.4	11.86	0.29	B	1.71
Stream C-B	0.3	8.26	0.21	A		0.1	7.05	0.11	A	
	Phase 1, 2, 3 & Aldworth Heights 2026									
Stream B-AC	1.2	17.57	0.55	C	4.56	0.4	10.89	0.27	B	1.74
Stream C-B	0.2	7.78	0.19	A		0.1	6.71	0.09	A	
	Phase 1, 2, 3 & Aldworth Heights 2031									
Stream B-AC	1.4	19.92	0.59	C	5.01	0.4	11.50	0.29	B	1.79
Stream C-B	0.3	8.06	0.20	A		0.1	6.88	0.10	A	
	Phase 1, 2, 3 & Aldworth Heights 2041									
Stream B-AC	1.7	23.23	0.64	C	5.62	0.4	12.14	0.31	B	1.81
Stream C-B	0.3	8.40	0.22	A		0.1	7.07	0.11	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

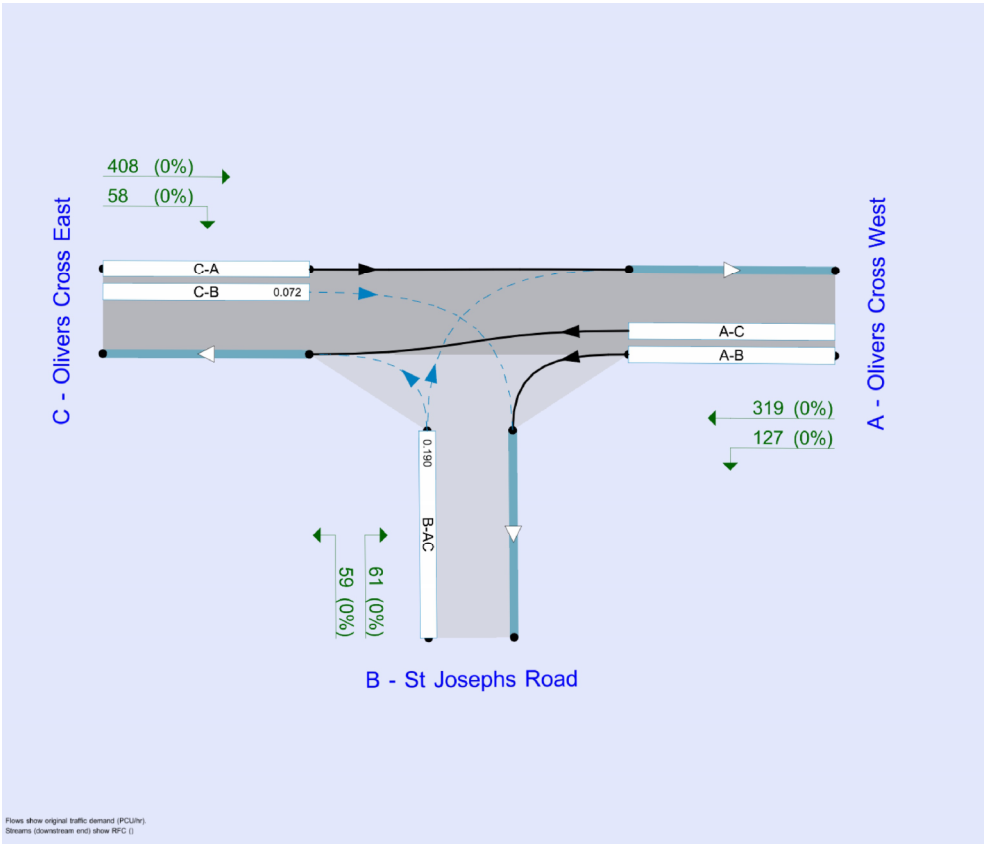
File summary

File Description

Title	
Location	
Site number	
Date	06/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\MOConnor
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Existing 2023	AM	ONE HOUR	08:00	09:30	15
D2	Existing 2023	PM	ONE HOUR	17:45	19:15	15
D3	Do Nothing 2026	AM	ONE HOUR	08:00	09:30	15
D4	Do Nothing 2026	PM	ONE HOUR	17:45	19:15	15
D5	Do Nothing 2031	AM	ONE HOUR	08:00	09:30	15
D6	Do Nothing 2031	PM	ONE HOUR	17:45	19:15	15
D7	Do Nothing 2041	AM	ONE HOUR	08:00	09:30	15
D8	Do Nothing 2041	PM	ONE HOUR	17:45	19:15	15
D9	Phase 1 2026	AM	ONE HOUR	08:00	09:30	15
D10	Phase 1 2026	PM	ONE HOUR	17:45	19:15	15
D11	Phase 1 2031	AM	ONE HOUR	08:00	09:30	15
D12	Phase 1 2031	PM	ONE HOUR	17:45	19:15	15
D13	Phase 1 2041	AM	ONE HOUR	08:00	09:30	15
D14	Phase 1 2041	PM	ONE HOUR	17:45	19:15	15
D15	Phase 1 & 2 2026	AM	ONE HOUR	08:00	09:30	15
D16	Phase 1 & 2 2026	PM	ONE HOUR	17:45	19:15	15
D17	Phase 1 & 2 2031	AM	ONE HOUR	08:00	09:30	15
D18	Phase 1 & 2 2031	PM	ONE HOUR	17:45	19:15	15
D19	Phase 1 & 2 2041	AM	ONE HOUR	08:00	09:30	15
D20	Phase 1 & 2 2041	PM	ONE HOUR	17:45	19:15	15
D21	Phase 1, 2 & 3 2026	AM	ONE HOUR	08:00	09:30	15
D22	Phase 1, 2 & 3 2026	PM	ONE HOUR	17:45	19:15	15
D23	Phase 1, 2 & 3 2031	AM	ONE HOUR	08:00	09:30	15
D24	Phase 1, 2 & 3 2031	PM	ONE HOUR	17:45	19:15	15
D25	Phase 1, 2 & 3 2041	AM	ONE HOUR	08:00	09:30	15
D26	Phase 1, 2 & 3 2041	PM	ONE HOUR	17:45	19:15	15
D27	Phase 1 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D28	Phase 1 & Aldworth Heights 2026	PM	ONE HOUR	17:45	19:15	15
D29	Phase 1 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D30	Phase 1 & Aldworth Heights 2031	PM	ONE HOUR	17:45	19:15	15
D31	Phase 1 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D32	Phase 1 & Aldworth Heights 2041	PM	ONE HOUR	17:45	19:15	15
D33	Phase 1, 2 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D34	Phase 1, 2 & Aldworth Heights 2026	PM	ONE HOUR	17:45	19:15	15
D35	Phase 1, 2 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D36	Phase 1, 2 & Aldworth Heights 2031	PM	ONE HOUR	17:45	19:15	15
D37	Phase 1, 2 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D38	Phase 1, 2 & Aldworth Heights 2041	PM	ONE HOUR	17:45	19:15	15
D39	Phase 1, 2, 3 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D40	Phase 1, 2, 3 & Aldworth Heights 2026	PM	ONE HOUR	17:45	19:15	15
D41	Phase 1, 2, 3 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D42	Phase 1, 2, 3 & Aldworth Heights 2031	PM	ONE HOUR	17:45	19:15	15

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2. 224209 LRD Aldworth Heights.j9
Path: I:\DWGS\224\201-250\224209\3.0 Calculations\1. Civils\224209-PUNCH-XX-XX-CA-C-0002_LRD Traffic Calculations\Phasing\2024\Junctions 9 Models\2024-09-25 Updated Models LRD
Report generation date: 18/10/2024 11:40:55

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing 2023							
Stream B-ACD	0.0	7.69	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.19	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	8.54	0.05	A	0.0	8.14	0.03	A
Stream C-ABD	0.0	5.50	0.00	A	0.0	5.51	0.00	A
	Do Nothing 2026							
Stream B-ACD	0.0	7.76	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.16	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	8.67	0.05	A	0.0	8.26	0.03	A
Stream C-ABD	0.0	5.48	0.00	A	0.0	5.49	0.00	A
	Do Nothing 2031							
Stream B-ACD	0.0	7.93	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.09	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	8.85	0.06	A	0.1	8.47	0.05	A
Stream C-ABD	0.0	5.43	0.00	A	0.0	5.44	0.00	A
	Do Nothing 2041							
Stream B-ACD	0.0	8.37	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	4.97	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	9.47	0.08	A	0.1	8.92	0.07	A

Stream C-ABD	0.0	5.33	0.01	A	0.0	5.35	0.01	A
	Phase 1 2026							
Stream B-ACD	0.0	7.86	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.12	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	8.79	0.05	A	0.0	8.31	0.03	A
Stream C-ABD	0.0	5.44	0.00	A	0.0	5.46	0.00	A
	Phase 1 2031							
Stream B-ACD	0.0	8.05	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.05	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	8.98	0.06	A	0.1	8.52	0.05	A
Stream C-ABD	0.0	5.38	0.00	A	0.0	5.41	0.00	A
	Phase 1 2041							
Stream B-ACD	0.0	8.51	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	4.93	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	9.63	0.08	A	0.1	8.98	0.07	A
Stream C-ABD	0.0	5.29	0.01	A	0.0	5.32	0.01	A
	Phase 1 & 2 2026							
Stream B-ACD	0.0	8.05	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.05	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	9.01	0.05	A	0.0	8.39	0.03	A
Stream C-ABD	0.0	5.37	0.00	A	0.0	5.41	0.00	A
	Phase 1 & 2 2031							
Stream B-ACD	0.0	8.24	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	4.98	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	9.21	0.05	A	0.0	8.51	0.04	A
Stream C-ABD	0.0	5.32	0.00	A	0.0	5.36	0.00	A
	Phase 1 & 2 2041							
Stream B-ACD	0.0	8.73	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	4.86	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	9.88	0.08	A	0.1	9.07	0.07	A
Stream C-ABD	0.0	5.23	0.01	A	0.0	5.28	0.01	A
	Phase 1, 2 & 3 2026							
Stream B-ACD	0.0	8.15	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.03	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	9.12	0.05	A	0.0	8.42	0.03	A
Stream C-ABD	0.0	5.34	0.00	A	0.0	5.39	0.00	A
	Phase 1, 2 & 3 2031							
Stream B-ACD	0.0	8.34	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	4.96	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	9.32	0.06	A	0.1	8.64	0.05	A
Stream C-ABD	0.0	5.28	0.00	A	0.0	5.34	0.00	A
	Phase 1, 2 & 3 2041							
Stream B-ACD	0.0	8.84	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	4.84	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.1	10.02	0.08	B	0.1	9.12	0.07	A
Stream C-ABD	0.0	5.19	0.01	A	0.0	5.25	0.01	A
	Phase 1 & Aldworth Heights 2026							
Stream B-ACD	0.0	8.17	0.01	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.29	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.6	13.93	0.39	B	0.4	11.26	0.28	B
Stream C-ABD	0.0	5.19	0.00	A	0.0	5.08	0.00	A
	Phase 1 & Aldworth Heights 2031							
Stream B-ACD	0.0	8.37	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.21	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.7	14.54	0.40	B	0.4	11.80	0.30	B
Stream C-ABD	0.0	5.14	0.00	A	0.0	5.04	0.00	A
	Phase 1 & Aldworth Heights 2041							
Stream B-ACD	0.0	8.88	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.09	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.8	16.24	0.44	C	0.5	12.65	0.33	B
Stream C-ABD	0.0	5.05	0.01	A	0.0	4.96	0.01	A
	Phase 1, 2 & Aldworth Heights 2026							
Stream B-ACD	0.0	8.38	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.22	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.7	14.48	0.40	B	0.4	11.40	0.28	B
Stream C-ABD	0.0	5.13	0.00	A	0.0	5.04	0.00	A
	Phase 1, 2 & Aldworth Heights 2031							
Stream B-ACD	0.0	8.59	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.14	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.7	15.13	0.41	C	0.4	11.95	0.30	B
Stream C-ABD	0.0	5.09	0.00	A	0.0	5.00	0.00	A
	Phase 1, 2 & Aldworth Heights 2041							
Stream B-ACD	0.0	9.12	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.02	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.8	16.98	0.45	C	0.5	12.83	0.33	B
Stream C-ABD	0.0	5.00	0.01	A	0.0	4.92	0.01	A
	Phase 1, 2, 3 & Aldworth Heights 2026							
Stream B-ACD	0.0	8.48	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.19	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.7	14.78	0.40	B	0.4	11.47	0.28	B
Stream C-ABD	0.0	5.09	0.00	A	0.0	5.02	0.00	A
	Phase 1, 2, 3 & Aldworth Heights 2031							
Stream B-ACD	0.0	8.70	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	5.12	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.7	15.45	0.42	C	0.4	12.03	0.30	B
Stream C-ABD								

	0.0	5.05	0.00	A	0.0	4.98	0.00	A
	Phase 1, 2, 3 & Aldworth Heights 2041							
Stream B-ACD	0.0	9.25	0.02	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	4.99	0.03	A	0.0	0.00	0.00	A
Stream D-ABC	0.8	17.40	0.46	C	0.5	12.93	0.33	B
Stream C-ABD	0.0	4.96	0.01	A	0.0	4.90	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

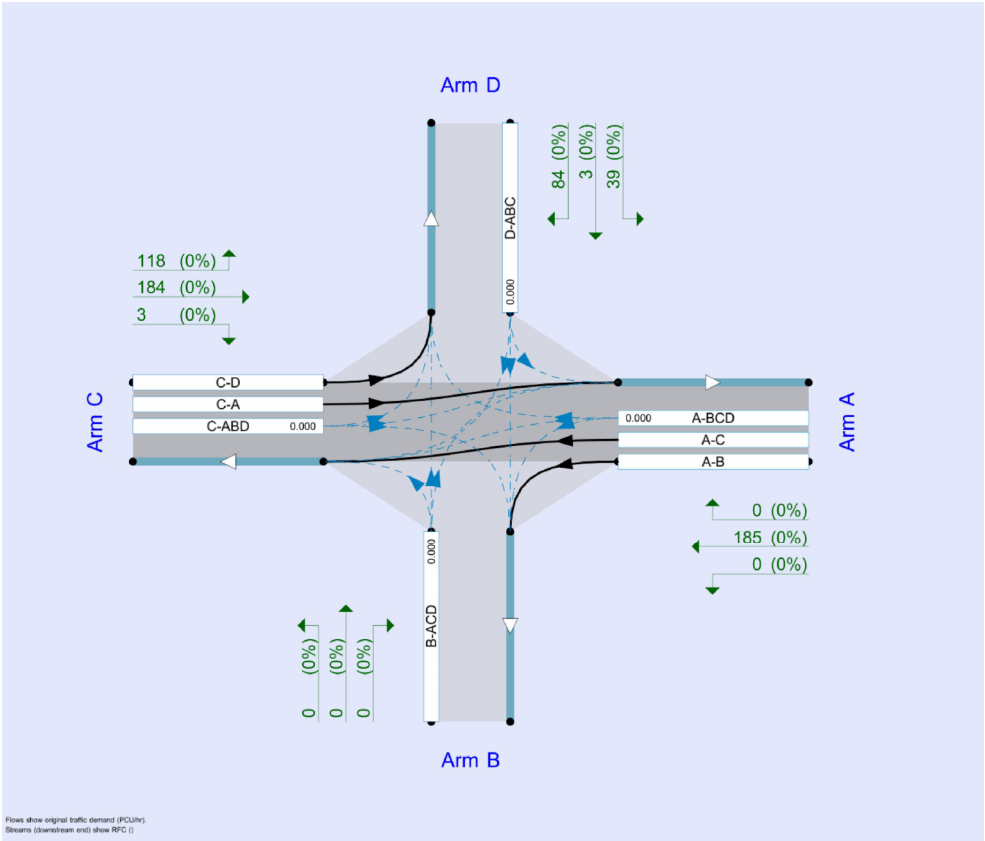
File summary

File Description

Title	
Location	
Site number	
Date	09/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\MOConnor
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Existing 2023	AM	ONE HOUR	07:45	09:15	15
D2	Existing 2023	PM	ONE HOUR	17:30	19:00	15
D3	Do Nothing 2026	AM	ONE HOUR	07:45	09:15	15
D4	Do Nothing 2026	PM	ONE HOUR	17:30	19:00	15
D5	Do Nothing 2031	AM	ONE HOUR	07:45	09:15	15
D6	Do Nothing 2031	PM	ONE HOUR	17:30	19:00	15
D7	Do Nothing 2041	AM	ONE HOUR	07:45	09:15	15
D8	Do Nothing 2041	PM	ONE HOUR	17:30	19:00	15
D9	Phase 1 2026	AM	ONE HOUR	07:45	09:15	15
D10	Phase 1 2026	PM	ONE HOUR	17:30	19:00	15
D11	Phase 1 2031	AM	ONE HOUR	07:45	09:15	15
D12	Phase 1 2031	PM	ONE HOUR	17:30	19:00	15

D13	Phase 1 2041	AM	ONE HOUR	07:45	09:15	15
D14	Phase 1 2041	PM	ONE HOUR	17:30	19:00	15
D15	Phase 1 & 2 2026	AM	ONE HOUR	07:45	09:15	15
D16	Phase 1 & 2 2026	PM	ONE HOUR	17:30	19:00	15
D17	Phase 1 & 2 2031	AM	ONE HOUR	07:45	09:15	15
D18	Phase 1 & 2 2031	PM	ONE HOUR	17:30	19:00	15
D19	Phase 1 & 2 2041	AM	ONE HOUR	07:45	09:15	15
D20	Phase 1 & 2 2041	PM	ONE HOUR	17:30	19:00	15
D21	Phase 1, 2 & 3 2026	AM	ONE HOUR	07:45	09:15	15
D22	Phase 1, 2 & 3 2026	PM	ONE HOUR	17:30	19:00	15
D23	Phase 1, 2 & 3 2031	AM	ONE HOUR	07:45	09:15	15
D24	Phase 1, 2 & 3 2031	PM	ONE HOUR	17:30	19:00	15
D25	Phase 1, 2 & 3 2041	AM	ONE HOUR	07:45	09:15	15
D26	Phase 1, 2 & 3 2041	PM	ONE HOUR	17:30	19:00	15
D27	Phase 1 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D28	Phase 1 & Aldworth Heights 2026	PM	ONE HOUR	17:30	19:00	15
D29	Phase 1 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D30	Phase 1 & Aldworth Heights 2031	PM	ONE HOUR	17:30	19:00	15
D31	Phase 1 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D32	Phase 1 & Aldworth Heights 2041	PM	ONE HOUR	17:30	19:00	15
D33	Phase 1, 2 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D34	Phase 1, 2 & Aldworth Heights 2026	PM	ONE HOUR	17:30	19:00	15
D35	Phase 1, 2 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D36	Phase 1, 2 & Aldworth Heights 2031	PM	ONE HOUR	17:30	19:00	15
D37	Phase 1, 2 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D38	Phase 1, 2 & Aldworth Heights 2041	PM	ONE HOUR	17:30	19:00	15
D39	Phase 1, 2, 3 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D40	Phase 1, 2, 3 & Aldworth Heights 2026	PM	ONE HOUR	17:30	19:00	15
D41	Phase 1, 2, 3 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D42	Phase 1, 2, 3 & Aldworth Heights 2031	PM	ONE HOUR	17:30	19:00	15
D43	Phase 1, 2, 3 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D44	Phase 1, 2, 3 & Aldworth Heights 2041	PM	ONE HOUR	17:30	19:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 3. 224209 LRD Castle Crest (Existing Northern).j9
Path: I:\DWGS\224\201-250\224209\3.0 Calculations\1. Civils\224209-PUNCH-XX-XX-CA-C-0002_LRD Traffic Calculations\Phasing\2024\Junctions 9 Models\2024-09-25 Updated Models LRD
Report generation date: 18/10/2024 11:43:55

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing 2023							
Stream B-C	0.2	7.03	0.15	A	0.0	5.99	0.04	A
Stream B-A	0.1	9.17	0.12	A	0.0	8.11	0.04	A
Stream C-B	0.1	7.05	0.12	A	0.1	6.55	0.08	A
	Do Nothing 2026							
Stream B-C	0.2	7.16	0.16	A	0.0	6.02	0.04	A
Stream B-A	0.1	9.35	0.13	A	0.0	8.19	0.04	A
Stream C-B	0.1	7.15	0.13	A	0.1	6.59	0.08	A
	Do Nothing 2031							
Stream B-C	0.2	7.35	0.17	A	0.0	6.07	0.04	A
Stream B-A	0.2	9.62	0.14	A	0.0	8.30	0.04	A
Stream C-B	0.2	7.28	0.14	A	0.1	6.68	0.09	A
	Do Nothing 2041							
Stream B-C	0.2	7.60	0.19	A	0.1	6.14	0.05	A
Stream B-A	0.2	9.96	0.15	A	0.1	8.45	0.05	A
Stream C-B	0.2	7.47	0.15	A	0.1	6.77	0.10	A
	Phase 1 2026							
Stream B-C	0.2	7.61	0.20	A	0.1	6.14	0.06	A
Stream B-A	0.2	9.91	0.16	A	0.1	8.39	0.06	A

Stream C-B	0.2	7.55	0.17	A	0.1	6.75	0.10	A
	Phase 1 2031							
Stream B-C	0.3	7.82	0.22	A	0.1	6.19	0.06	A
Stream B-A	0.2	10.21	0.17	B	0.1	8.51	0.06	A
Stream C-B	0.2	7.71	0.18	A	0.1	6.84	0.11	A
	Phase 1 2041							
Stream B-C	0.3	8.11	0.24	A	0.1	6.26	0.06	A
Stream B-A	0.2	10.60	0.19	B	0.1	8.67	0.06	A
Stream C-B	0.2	7.91	0.19	A	0.1	6.93	0.12	A
	Phase 1 & 2 2026							
Stream B-C	0.4	8.46	0.27	A	0.1	6.32	0.08	A
Stream B-A	0.3	10.99	0.22	B	0.1	8.72	0.08	A
Stream C-B	0.3	8.32	0.24	A	0.2	7.08	0.14	A
	Phase 1 & 2 2031							
Stream B-C	0.4	8.76	0.29	A	0.1	6.38	0.08	A
Stream B-A	0.3	11.37	0.23	B	0.1	8.85	0.08	A
Stream C-B	0.3	8.53	0.25	A	0.2	7.17	0.15	A
	Phase 1 & 2 2041							
Stream B-C	0.4	9.10	0.30	A	0.1	6.45	0.08	A
Stream B-A	0.3	11.86	0.25	B	0.1	9.02	0.09	A
Stream C-B	0.4	8.78	0.27	A	0.2	7.28	0.16	A
	Phase 1, 2 & 3 2026							
Stream B-C	0.4	9.10	0.31	A	0.1	6.41	0.09	A
Stream B-A	0.3	11.69	0.25	B	0.1	8.90	0.09	A
Stream C-B	0.4	8.73	0.27	A	0.2	7.26	0.16	A
	Phase 1, 2 & 3 2031							
Stream B-C	0.5	9.42	0.33	A	0.1	6.47	0.09	A
Stream B-A	0.4	12.12	0.27	B	0.1	9.02	0.09	A
Stream C-B	0.4	8.96	0.28	A	0.2	7.34	0.17	A
	Phase 1, 2 & 3 2041							
Stream B-C	0.5	9.85	0.35	A	0.1	6.54	0.09	A
Stream B-A	0.4	12.66	0.29	B	0.1	9.21	0.10	A
Stream C-B	0.4	9.21	0.30	A	0.2	7.47	0.18	A
	Phase 1 & Aldworth Heights 2026							
Stream B-C	0.3	8.03	0.21	A	0.1	6.36	0.06	A
Stream B-A	0.3	11.31	0.23	B	0.1	9.26	0.09	A
Stream C-B	0.2	7.84	0.17	A	0.1	6.95	0.10	A
	Phase 1 & Aldworth Heights 2031							
Stream B-C	0.3	8.29	0.23	A	0.1	6.42	0.06	A
Stream B-A	0.3	11.74	0.24	B	0.1	9.41	0.10	A
Stream C-B	0.2	8.00	0.19	A	0.1	7.05	0.11	A
	Phase 1 & Aldworth Heights 2041							
Stream B-C	0.3	8.61	0.25	A	0.1	6.50	0.07	A
Stream B-A	0.4	12.26	0.26	B	0.1	9.61	0.10	A
Stream C-B	0.3	8.23	0.20	A	0.1	7.15	0.12	A
	Phase 1, 2 & Aldworth Heights 2026							
Stream B-C	0.4	9.01	0.28	A	0.1	6.57	0.08	A
Stream B-A	0.4	12.73	0.29	B	0.1	9.67	0.12	A
Stream C-B	0.3	8.66	0.24	A	0.2	7.30	0.14	A
	Phase 1, 2 & Aldworth Heights 2031							
Stream B-C	0.4	9.35	0.30	A	0.1	6.63	0.08	A
Stream B-A	0.4	13.25	0.31	B	0.1	9.86	0.12	A
Stream C-B	0.3	8.89	0.26	A	0.2	7.40	0.15	A
	Phase 1, 2 & Aldworth Heights 2041							
Stream B-C	0.5	9.74	0.32	A	0.1	6.71	0.09	A
Stream B-A	0.5	13.91	0.33	B	0.1	10.05	0.13	B
Stream C-B	0.4	9.17	0.27	A	0.2	7.52	0.16	A
	Phase 1, 2, 3 & Aldworth Heights 2026							
Stream B-C	0.5	9.74	0.33	A	0.1	6.66	0.09	A
Stream B-A	0.5	13.68	0.33	B	0.1	9.89	0.13	A
Stream C-B	0.4	9.11	0.28	A	0.2	7.49	0.16	A
	Phase 1, 2, 3 & Aldworth Heights 2031							
Stream B-C	0.5	10.11	0.34	B	0.1	6.73	0.09	A
Stream B-A	0.5	14.28	0.35	B	0.2	10.08	0.13	B
Stream C-B	0.4	9.37	0.29	A	0.2	7.59	0.17	A
	Phase 1, 2, 3 & Aldworth Heights 2041							
Stream B-C	0.6	10.61	0.37	B	0.1	6.80	0.10	A
Stream B-A	0.6	15.03	0.37	C	0.2	10.28	0.14	B
Stream C-B	0.4	9.64	0.31	A	0.2	7.72	0.18	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

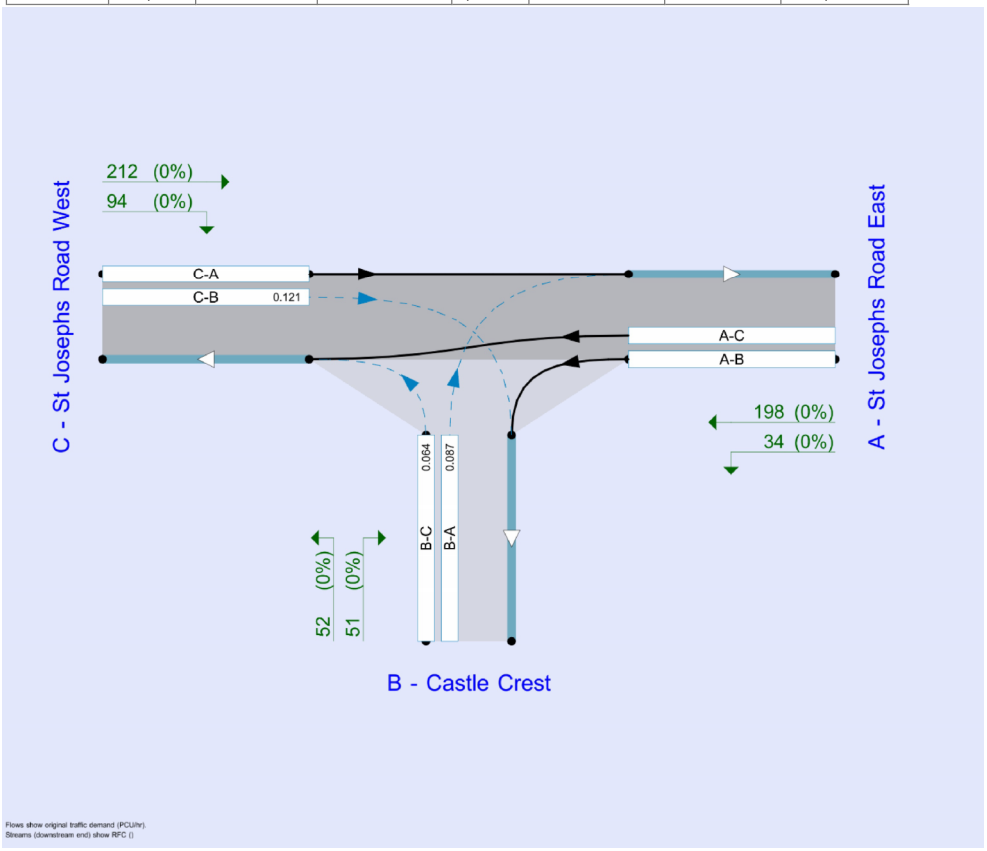
File Description

Title	224209 Castle Crest - St Josephs Road
Location	
Site number	
Date	13/10/2023
Version	
Status	(new file)
Identifier	
Client	

Jobnumber	
Enumerator	MPPNET\AMcCarthy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Existing 2023	AM	ONE HOUR	08:00	09:30	15
D2	Existing 2023	PM	ONE HOUR	17:30	19:00	15
D3	Do Nothing 2026	AM	ONE HOUR	08:00	09:30	15
D4	Do Nothing 2026	PM	ONE HOUR	17:30	19:00	15
D5	Do Nothing 2031	AM	ONE HOUR	08:00	09:30	15
D6	Do Nothing 2031	PM	ONE HOUR	17:30	19:00	15
D7	Do Nothing 2041	AM	ONE HOUR	08:00	09:30	15
D8	Do Nothing 2041	PM	ONE HOUR	17:30	19:00	15
D9	Phase 1 2026	AM	ONE HOUR	08:00	09:30	15
D10	Phase 1 2026	PM	ONE HOUR	17:30	19:00	15
D11	Phase 1 2031	AM	ONE HOUR	08:00	09:30	15
D12	Phase 1 2031	PM	ONE HOUR	17:30	19:00	15
D13	Phase 1 2041	AM	ONE HOUR	08:00	09:30	15
D14	Phase 1 2041	PM	ONE HOUR	17:30	19:00	15
D15	Phase 1 & 2 2026	AM	ONE HOUR	08:00	09:30	15
D16	Phase 1 & 2 2026	PM	ONE HOUR	17:30	19:00	15
D17	Phase 1 & 2 2031	AM	ONE HOUR	08:00	09:30	15
D18	Phase 1 & 2 2031	PM	ONE HOUR	17:30	19:00	15
D19	Phase 1 & 2 2041	AM	ONE HOUR	08:00	09:30	15
D20	Phase 1 & 2 2041	PM	ONE HOUR	17:30	19:00	15
D21	Phase 1, 2 & 3 2026	AM	ONE HOUR	08:00	09:30	15
D22	Phase 1, 2 & 3 2026	PM	ONE HOUR	17:30	19:00	15
D23	Phase 1, 2 & 3 2031	AM	ONE HOUR	08:00	09:30	15
D24	Phase 1, 2 & 3 2031	PM	ONE HOUR	17:30	19:00	15
D25	Phase 1, 2 & 3 2041	AM	ONE HOUR	08:00	09:30	15
D26	Phase 1, 2 & 3 2041	PM	ONE HOUR	17:30	19:00	15
D27	Phase 1 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D28	Phase 1 & Aldworth Heights 2026	PM	ONE HOUR	17:30	19:00	15
D29	Phase 1 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D30	Phase 1 & Aldworth Heights 2031	PM	ONE HOUR	17:30	19:00	15
D31	Phase 1 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D32	Phase 1 & Aldworth Heights 2041	PM	ONE HOUR	17:30	19:00	15
D33	Phase 1, 2 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15

D34	Phase 1, 2 & Aldworth Heights 2026	PM	ONE HOUR	17:30	19:00	15
D35	Phase 1, 2 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D36	Phase 1, 2 & Aldworth Heights 2031	PM	ONE HOUR	17:30	19:00	15
D37	Phase 1, 2 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D38	Phase 1, 2 & Aldworth Heights 2041	PM	ONE HOUR	17:30	19:00	15
D39	Phase 1, 2, 3 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D40	Phase 1, 2, 3 & Aldworth Heights 2026	PM	ONE HOUR	17:30	19:00	15
D41	Phase 1, 2, 3 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D42	Phase 1, 2, 3 & Aldworth Heights 2031	PM	ONE HOUR	17:30	19:00	15
D43	Phase 1, 2, 3 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D44	Phase 1, 2, 3 & Aldworth Heights 2041	PM	ONE HOUR	17:30	19:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 4. 224209 LRD Castle Park Avenue (Existing Southern).j9
Path: I:\DWGS\224\201-250\224209\3.0 Calculations\1. Civils\224209-PUNCH-XX-XX-CA-C-0002_LRD Traffic Calculations\Phasing\2024\Junctions 9 Models\2024-09-25 Updated Models LRD
Report generation date: 18/10/2024 11:45:33

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing 2023							
Stream B-C	0.4	6.84	0.27	A	0.1	5.46	0.12	A
Stream B-A	0.0	7.43	0.02	A	0.0	7.53	0.02	A
Stream C-AB	0.2	6.21	0.14	A	0.5	7.37	0.31	A
	Do Nothing 2026							
Stream B-C	0.4	7.04	0.29	A	0.1	5.53	0.13	A
Stream B-A	0.0	7.55	0.03	A	0.0	7.67	0.02	A
Stream C-AB	0.2	6.25	0.15	A	0.6	7.56	0.33	A
	Do Nothing 2031							
Stream B-C	0.5	7.42	0.32	A	0.2	5.64	0.14	A
Stream B-A	0.0	7.76	0.03	A	0.0	7.88	0.02	A
Stream C-AB	0.3	6.32	0.17	A	0.7	7.89	0.36	A
	Do Nothing 2041							
Stream B-C	0.5	7.85	0.35	A	0.2	5.77	0.16	A
Stream B-A	0.0	7.99	0.03	A	0.0	8.14	0.03	A
Stream C-AB	0.3	6.42	0.19	A	0.8	8.30	0.40	A
	Phase 1 2026							
Stream B-C	0.6	7.84	0.36	A	0.2	5.84	0.18	A
Stream B-A	0.0	7.76	0.03	A	0.0	8.04	0.03	A

Stream C-AB	0.3	6.65	0.20	A	0.8	8.64	0.41	A
	Phase 1 2031							
Stream B-C	0.6	8.29	0.39	A	0.2	5.97	0.19	A
Stream B-A	0.0	7.98	0.04	A	0.0	8.27	0.03	A
Stream C-AB	0.4	6.74	0.22	A	1.0	9.12	0.45	A
	Phase 1 2041							
Stream B-C	0.7	8.86	0.42	A	0.3	6.10	0.20	A
Stream B-A	0.0	8.25	0.04	A	0.0	8.55	0.04	A
Stream C-AB	0.4	6.86	0.24	A	1.2	9.72	0.49	A
	Phase 1 & 2 2026							
Stream B-C	0.9	9.55	0.47	A	0.3	6.38	0.24	A
Stream B-A	0.0	8.15	0.05	A	0.0	8.81	0.04	A
Stream C-AB	0.5	7.41	0.28	A	1.6	12.02	0.58	B
	Phase 1 & 2 2031							
Stream B-C	1.0	10.22	0.50	B	0.3	6.53	0.25	A
Stream B-A	0.1	8.39	0.05	A	0.0	9.12	0.05	A
Stream C-AB	0.5	7.54	0.30	A	1.9	13.11	0.62	B
	Phase 1 & 2 2041							
Stream B-C	1.1	11.09	0.53	B	0.4	6.71	0.27	A
Stream B-A	0.1	8.66	0.05	A	0.1	9.48	0.05	A
Stream C-AB	0.6	7.73	0.33	A	2.3	14.59	0.66	B
	Phase 1, 2 & 3 2026							
Stream B-C	1.1	10.96	0.54	B	0.4	6.68	0.27	A
Stream B-A	0.1	8.35	0.05	A	0.1	9.27	0.05	A
Stream C-AB	0.6	7.81	0.32	A	2.2	14.77	0.65	B
	Phase 1, 2 & 3 2031							
Stream B-C	1.3	11.87	0.57	B	0.4	6.84	0.29	A
Stream B-A	0.1	8.61	0.06	A	0.1	9.59	0.06	A
Stream C-AB	0.6	7.98	0.34	A	2.6	16.55	0.69	C
	Phase 1, 2 & 3 2041							
Stream B-C	1.5	13.12	0.61	B	0.4	7.04	0.30	A
Stream B-A	0.1	8.90	0.06	A	0.1	9.99	0.06	A
Stream C-AB	0.7	8.20	0.36	A	3.3	19.16	0.74	C
	Phase 1 & Aldworth Heights 2026							
Stream B-C	0.7	8.59	0.40	A	0.2	6.11	0.19	A
Stream B-A	0.0	8.38	0.03	A	0.0	8.83	0.03	A
Stream C-AB	0.5	7.00	0.27	A	1.2	9.15	0.48	A
	Phase 1 & Aldworth Heights 2031							
Stream B-C	0.7	9.13	0.43	A	0.3	6.24	0.20	A
Stream B-A	0.0	8.64	0.04	A	0.0	9.10	0.03	A
Stream C-AB	0.5	7.12	0.29	A	1.4	9.82	0.52	A
	Phase 1 & Aldworth Heights 2041							
Stream B-C	0.9	9.84	0.46	A	0.3	6.41	0.22	A
Stream B-A	0.0	8.96	0.04	A	0.0	9.46	0.04	A
Stream C-AB	0.6	7.30	0.31	A	1.7	10.72	0.56	B
	Phase 1, 2 & Aldworth Heights 2026							
Stream B-C	1.0	10.69	0.51	B	0.3	6.71	0.26	A
Stream B-A	0.1	8.84	0.05	A	0.1	9.79	0.05	A
Stream C-AB	0.7	7.93	0.35	A	2.4	14.03	0.66	B
	Phase 1, 2 & Aldworth Heights 2031							
Stream B-C	1.2	11.54	0.55	B	0.4	6.88	0.27	A
Stream B-A	0.1	9.14	0.05	A	0.1	10.17	0.05	B
Stream C-AB	0.8	8.16	0.37	A	2.9	15.93	0.70	C
	Phase 1, 2 & Aldworth Heights 2041							
Stream B-C	1.4	12.67	0.58	B	0.4	7.07	0.29	A
Stream B-A	0.1	9.46	0.06	A	0.1	10.63	0.06	B
Stream C-AB	0.9	8.43	0.40	A	3.7	18.88	0.75	C
	Phase 1, 2, 3 & Aldworth Heights 2026							
Stream B-C	1.4	12.50	0.58	B	0.4	7.05	0.29	A
Stream B-A	0.1	9.08	0.06	A	0.1	10.37	0.06	B
Stream C-AB	0.8	8.44	0.39	A	3.5	18.81	0.74	C
	Phase 1, 2, 3 & Aldworth Heights 2031							
Stream B-C	1.6	13.69	0.62	B	0.4	7.23	0.31	A
Stream B-A	0.1	9.39	0.06	A	0.1	10.78	0.06	B
Stream C-AB	0.9	8.69	0.41	A	4.5	22.59	0.79	C
	Phase 1, 2, 3 & Aldworth Heights 2041							
Stream B-C	1.9	15.38	0.65	C	0.5	7.44	0.32	A
Stream B-A	0.1	9.73	0.07	A	0.1	11.33	0.07	B
Stream C-AB	1.0	9.01	0.44	A	6.0	29.19	0.84	D

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	224209 Castlepark Ave - St Josephs Road
Location	
Site number	
Date	13/10/2023
Version	
Status	(new file)
Identifier	
Client	

Jobnumber	
Enumerator	MPPNET\AMcCarthy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Existing 2023	AM	ONE HOUR	07:45	09:15	15
D2	Existing 2023	PM	ONE HOUR	17:15	18:45	15
D3	Do Nothing 2026	AM	ONE HOUR	07:45	09:15	15
D4	Do Nothing 2026	PM	ONE HOUR	17:15	18:45	15
D5	Do Nothing 2031	AM	ONE HOUR	07:45	09:15	15
D6	Do Nothing 2031	PM	ONE HOUR	17:15	18:45	15
D7	Do Nothing 2041	AM	ONE HOUR	07:45	09:15	15
D8	Do Nothing 2041	PM	ONE HOUR	17:15	18:45	15
D9	Phase 1 2026	AM	ONE HOUR	07:45	09:15	15
D10	Phase 1 2026	PM	ONE HOUR	17:15	18:45	15
D11	Phase 1 2031	AM	ONE HOUR	07:45	09:15	15
D12	Phase 1 2031	PM	ONE HOUR	17:15	18:45	15
D13	Phase 1 2041	AM	ONE HOUR	07:45	09:15	15
D14	Phase 1 2041	PM	ONE HOUR	17:15	18:45	15
D15	Phase 1 & 2 2026	AM	ONE HOUR	07:45	09:15	15
D16	Phase 1 & 2 2026	PM	ONE HOUR	17:15	18:45	15
D17	Phase 1 & 2 2031	AM	ONE HOUR	07:45	09:15	15
D18	Phase 1 & 2 2031	PM	ONE HOUR	17:15	18:45	15
D19	Phase 1 & 2 2041	AM	ONE HOUR	07:45	09:15	15
D20	Phase 1 & 2 2041	PM	ONE HOUR	17:15	18:45	15
D21	Phase 1, 2 & 3 2026	AM	ONE HOUR	07:45	09:15	15
D22	Phase 1, 2 & 3 2026	PM	ONE HOUR	17:15	18:45	15
D23	Phase 1, 2 & 3 2031	AM	ONE HOUR	07:45	09:15	15
D24	Phase 1, 2 & 3 2031	PM	ONE HOUR	17:15	18:45	15
D25	Phase 1, 2 & 3 2041	AM	ONE HOUR	07:45	09:15	15
D26	Phase 1, 2 & 3 2041	PM	ONE HOUR	17:15	18:45	15
D27	Phase 1 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D28	Phase 1 & Aldworth Heights 2026	PM	ONE HOUR	17:15	18:45	15
D29	Phase 1 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D30	Phase 1 & Aldworth Heights 2031	PM	ONE HOUR	17:15	18:45	15
D31	Phase 1 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D32	Phase 1 & Aldworth Heights 2041	PM	ONE HOUR	17:15	18:45	15
D33	Phase 1, 2 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D34	Phase 1, 2 & Aldworth Heights 2026	PM	ONE HOUR	17:15	18:45	15
D35	Phase 1, 2 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D36	Phase 1, 2 & Aldworth Heights 2031	PM	ONE HOUR	17:15	18:45	15
D37	Phase 1, 2 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D38	Phase 1, 2 & Aldworth Heights 2041	PM	ONE HOUR	17:15	18:45	15
D39	Phase 1, 2, 3 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D40	Phase 1, 2, 3 & Aldworth Heights 2026	PM	ONE HOUR	17:15	18:45	15
D41	Phase 1, 2, 3 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D42	Phase 1, 2, 3 & Aldworth Heights 2031	PM	ONE HOUR	17:15	18:45	15
D43	Phase 1, 2, 3 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D44	Phase 1, 2, 3 & Aldworth Heights 2041	PM	ONE HOUR	17:15	18:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 5A. 224209 LRD Junctions 9 Infirmary Lane & St Josephs Road.j9
Path: I:\DWGS\224\201-250\224209\3.0 Calculations\1. Civils\224209-PUNCH-XX-XX-CA-C-0002_LRD Traffic Calculations\Phasing\2024\Junctions 9 Models\2024-09-25 Updated Models LRD
Report generation date: 18/10/2024 11:49:15

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing 2023							
Stream B-AC	0.7	10.67	0.40	B	1.7	17.53	0.63	C
Stream C-AB	0.4	5.91	0.23	A	0.2	6.01	0.14	A
	Do Nothing 2026							
Stream B-AC	0.7	11.09	0.43	B	2.0	19.57	0.67	C
Stream C-AB	0.5	5.95	0.24	A	0.2	6.02	0.15	A
	Do Nothing 2031							
Stream B-AC	0.8	11.80	0.46	B	2.5	23.65	0.73	C
Stream C-AB	0.5	6.02	0.27	A	0.3	6.05	0.17	A
	Do Nothing 2041							
Stream B-AC	1.0	12.87	0.51	B	3.5	30.65	0.79	D
Stream C-AB	0.6	6.14	0.30	A	0.3	6.09	0.18	A
	Phase 1 2026							
Stream B-AC	1.0	12.96	0.51	B	3.1	27.55	0.77	D
Stream C-AB	0.6	6.13	0.30	A	0.3	6.08	0.18	A
	Phase 1 2031							
Stream B-AC	1.2	14.00	0.55	B	4.3	35.90	0.83	E
Stream C-AB	0.7	6.25	0.32	A	0.3	6.11	0.20	A

	Phase 1 2041							
Stream B-AC	1.4	15.52	0.59	C	6.7	52.72	0.89	F
Stream C-AB	0.8	6.42	0.36	A	0.4	6.17	0.21	A
	Phase 1 & 2 2026							
Stream B-AC	1.8	18.13	0.65	C	11.7	82.97	0.96	F
Stream C-AB	1.0	6.62	0.39	A	0.4	6.21	0.23	A
	Phase 1 & 2 2031							
Stream B-AC	2.1	20.11	0.69	C	19.9	126.89	1.02	F
Stream C-AB	1.1	6.83	0.42	A	0.4	6.25	0.24	A
	Phase 1 & 2 2041							
Stream B-AC	2.6	23.35	0.73	C	34.6	198.51	1.09	F
Stream C-AB	1.3	7.16	0.46	A	0.5	6.33	0.26	A
	Phase 1, 2 & 3 2026							
Stream B-AC	2.4	21.97	0.71	C	26.5	158.81	1.05	F
Stream C-AB	1.3	7.10	0.45	A	0.4	6.28	0.25	A
	Phase 1, 2 & 3 2031							
Stream B-AC	2.8	24.89	0.75	C	40.9	238.93	1.11	F
Stream C-AB	1.5	7.41	0.48	A	0.5	6.34	0.26	A
	Phase 1, 2 & 3 2041							
Stream B-AC	3.6	29.93	0.79	D	60.5	386.11	1.18	F
Stream C-AB	1.7	7.89	0.52	A	0.5	6.43	0.28	A
	Phase 1 & Aldworth Heights 2026							
Stream B-AC	1.2	14.20	0.55	B	3.6	31.10	0.80	D
Stream C-AB	0.9	6.44	0.36	A	0.4	6.24	0.24	A
	Phase 1 & Aldworth Heights 2031							
Stream B-AC	1.4	15.46	0.59	C	5.1	41.76	0.85	E
Stream C-AB	1.0	6.64	0.39	A	0.5	6.29	0.25	A
	Phase 1 & Aldworth Heights 2041							
Stream B-AC	1.7	17.34	0.63	C	8.4	63.74	0.92	F
Stream C-AB	1.1	6.89	0.42	A	0.5	6.36	0.27	A
	Phase 1, 2 & Aldworth Heights 2026							
Stream B-AC	2.2	20.64	0.69	C	15.0	101.91	0.99	F
Stream C-AB	1.3	7.19	0.46	A	0.5	6.43	0.28	A
	Phase 1, 2 & Aldworth Heights 2031							
Stream B-AC	2.6	23.22	0.73	C	25.4	154.36	1.05	F
Stream C-AB	1.6	7.57	0.49	A	0.6	6.50	0.30	A
	Phase 1, 2 & Aldworth Heights 2041							
Stream B-AC	3.2	27.59	0.77	D	42.0	248.30	1.12	F
Stream C-AB	1.8	8.05	0.53	A	0.7	6.59	0.32	A
	Phase 1, 2, 3 & Aldworth Heights 2026							
Stream B-AC	2.9	25.70	0.76	D	33.0	190.26	1.08	F
Stream C-AB	1.8	7.94	0.53	A	0.6	6.52	0.31	A
	Phase 1, 2, 3 & Aldworth Heights 2031							
Stream B-AC	3.6	29.97	0.79	D	48.7	297.62	1.14	F
Stream C-AB	2.1	8.52	0.56	A	0.7	6.63	0.32	A
	Phase 1, 2, 3 & Aldworth Heights 2041							
Stream B-AC	4.6	37.27	0.84	E	69.5	453.65	1.21	F
Stream C-AB	2.5	9.28	0.61	A	0.7	6.74	0.34	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

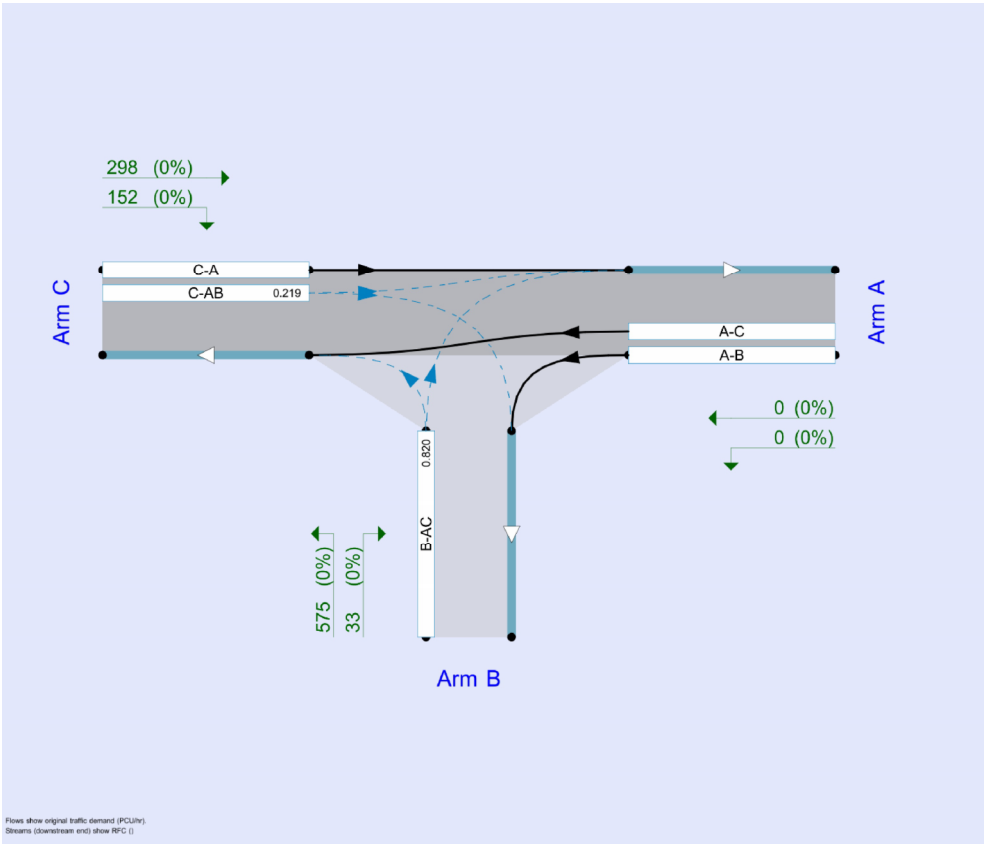
File summary

File Description

Title	
Location	
Site number	
Date	26/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\MOConnor
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Existing 2023	AM	ONE HOUR	07:45	09:15	15
D2	Existing 2023	PM	ONE HOUR	17:15	18:45	15
D3	Do Nothing 2026	AM	ONE HOUR	07:45	09:15	15
D4	Do Nothing 2026	PM	ONE HOUR	17:15	18:45	15
D5	Do Nothing 2031	AM	ONE HOUR	07:45	09:15	15
D6	Do Nothing 2031	PM	ONE HOUR	17:15	18:45	15
D7	Do Nothing 2041	AM	ONE HOUR	07:45	09:15	15
D8	Do Nothing 2041	PM	ONE HOUR	17:15	18:45	15
D9	Phase 1 2026	AM	ONE HOUR	07:45	09:15	15
D10	Phase 1 2026	PM	ONE HOUR	17:15	18:45	15
D11	Phase 1 2031	AM	ONE HOUR	07:45	09:15	15
D12	Phase 1 2031	PM	ONE HOUR	17:15	18:45	15
D13	Phase 1 2041	AM	ONE HOUR	07:45	09:15	15
D14	Phase 1 2041	PM	ONE HOUR	17:15	18:45	15
D15	Phase 1 & 2 2026	AM	ONE HOUR	07:45	09:15	15
D16	Phase 1 & 2 2026	PM	ONE HOUR	17:15	18:45	15
D17	Phase 1 & 2 2031	AM	ONE HOUR	07:45	09:15	15
D18	Phase 1 & 2 2031	PM	ONE HOUR	17:15	18:45	15
D19	Phase 1 & 2 2041	AM	ONE HOUR	07:45	09:15	15
D20	Phase 1 & 2 2041	PM	ONE HOUR	17:15	18:45	15
D21	Phase 1, 2 & 3 2026	AM	ONE HOUR	07:45	09:15	15
D22	Phase 1, 2 & 3 2026	PM	ONE HOUR	17:15	18:45	15
D23	Phase 1, 2 & 3 2031	AM	ONE HOUR	07:45	09:15	15
D24	Phase 1, 2 & 3 2031	PM	ONE HOUR	17:15	18:45	15
D25	Phase 1, 2 & 3 2041	AM	ONE HOUR	07:45	09:15	15
D26	Phase 1, 2 & 3 2041	PM	ONE HOUR	17:15	18:45	15
D27	Phase 1 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D28	Phase 1 & Aldworth Heights 2026	PM	ONE HOUR	17:15	18:45	15
D29	Phase 1 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D30	Phase 1 & Aldworth Heights 2031	PM	ONE HOUR	17:15	18:45	15
D31	Phase 1 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D32	Phase 1 & Aldworth Heights 2041	PM	ONE HOUR	17:15	18:45	15
D33	Phase 1, 2 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D34	Phase 1, 2 & Aldworth Heights 2026	PM	ONE HOUR	17:15	18:45	15
D35	Phase 1, 2 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D36	Phase 1, 2 & Aldworth Heights 2031	PM	ONE HOUR	17:15	18:45	15
D37	Phase 1, 2 & Aldworth Heights 2041	AM	ONE HOUR	07:45	09:15	15
D38	Phase 1, 2 & Aldworth Heights 2041	PM	ONE HOUR	17:15	18:45	15
D39	Phase 1, 2, 3 & Aldworth Heights 2026	AM	ONE HOUR	07:45	09:15	15
D40	Phase 1, 2, 3 & Aldworth Heights 2026	PM	ONE HOUR	17:15	18:45	15
D41	Phase 1, 2, 3 & Aldworth Heights 2031	AM	ONE HOUR	07:45	09:15	15
D42	Phase 1, 2, 3 & Aldworth Heights 2031	PM	ONE HOUR	17:15	18:45	15

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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Filename: 5B. 224209 LRD Junctions 9 Infirmary Lane &N72.j9
Path: I:\DWGS\224\201-250\224209\3.0 Calculations\1. Civils\224209-PUNCH-XX-XX-CA-C-0002_LRD Traffic Calculations\Phasing\2024\Junctions 9 Models\2024-09-25 Updated Models LRD
Report generation date: 18/10/2024 11:59:00

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	Existing 2023									
Stream B-AC	0.7	21.36	0.40	C	4.77	0.4	18.79	0.29	C	3.91
Stream C-B	0.9	10.98	0.46	B		1.0	12.37	0.50	B	
	Do Nothing 2026									
Stream B-AC	0.8	23.89	0.44	C	5.22	0.5	20.80	0.33	C	4.34
Stream C-B	1.0	11.83	0.50	B		1.2	13.67	0.54	B	
	Do Nothing 2031									
Stream B-AC	1.1	30.00	0.52	D	6.27	0.6	24.76	0.38	C	5.16
Stream C-B	1.2	13.65	0.55	B		1.5	16.29	0.60	C	
	Do Nothing 2041									
Stream B-AC	1.5	40.87	0.62	E	7.98	0.8	31.66	0.46	D	6.56
Stream C-B	1.6	16.32	0.62	C		2.0	20.68	0.68	C	
	Phase 1 2026									
Stream B-AC	1.4	35.63	0.60	E	8.00	0.7	24.73	0.40	C	5.63
Stream C-B	1.4	14.67	0.59	B		1.6	16.41	0.62	C	
	Phase 1 2031									
Stream B-AC	1.7	41.47	0.64	E	8.70	0.9	31.04	0.48	D	6.99
Stream C-B	1.6	16.26	0.62	C		2.1	20.43	0.68	C	

	Phase 1 2041									
Stream B-AC	2.8	66.34	0.76	F	12.39	1.3	43.08	0.58	E	9.51
Stream C-B	2.2	20.34	0.69	C		3.0	27.85	0.76	D	
	Phase 1 & 2 2026									
Stream B-AC	2.7	58.75	0.75	F	12.74	1.2	37.88	0.55	E	10.20
Stream C-B	2.1	18.91	0.68	C		3.1	27.16	0.77	D	
	Phase 1 & 2 2031									
Stream B-AC	4.7	100.03	0.87	F	18.98	1.8	55.02	0.66	F	14.45
Stream C-B	2.8	23.90	0.74	C		4.6	38.76	0.84	E	
	Phase 1 & 2 2041									
Stream B-AC	11.1	207.56	1.04	F	34.25	3.6	105.40	0.83	F	25.62
Stream C-B	4.0	33.06	0.81	D		8.5	67.67	0.93	F	
	Phase 1, 2 & 3 2026									
Stream B-AC	4.8	97.71	0.87	F	19.68	1.7	51.18	0.65	F	14.92
Stream C-B	2.7	22.71	0.74	C		4.7	38.40	0.84	E	
	Phase 1, 2 & 3 2031									
Stream B-AC	10.4	187.66	1.02	F	33.16	3.0	86.74	0.79	F	23.85
Stream C-B	3.7	29.79	0.80	D		7.8	61.24	0.91	F	
	Phase 1, 2 & 3 2041									
Stream B-AC	23.4	381.27	1.22	F	61.80	8.1	205.76	1.03	F	47.85
Stream C-B	5.7	44.93	0.87	E		16.8	116.82	1.01	F	
	Phase 1 & Aldworth Heights 2026									
Stream B-AC	1.8	41.84	0.66	E	9.15	1.0	31.12	0.51	D	6.78
Stream C-B	1.5	15.03	0.60	C		1.7	17.38	0.64	C	
	Phase 1 & Aldworth Heights 2031									
Stream B-AC	2.8	61.98	0.76	F	12.25	1.4	40.95	0.60	E	8.54
Stream C-B	1.9	18.03	0.66	C		2.3	21.80	0.70	C	
	Phase 1 & Aldworth Heights 2041									
Stream B-AC	5.7	117.33	0.90	F	20.08	2.3	64.08	0.72	F	12.38
Stream C-B	2.6	23.03	0.73	C		3.4	30.63	0.78	D	
	Phase 1, 2 & Aldworth Heights 2026									
Stream B-AC	4.9	98.25	0.88	F	19.59	2.0	54.13	0.69	F	12.82
Stream C-B	2.5	21.37	0.72	C		3.4	29.51	0.79	D	
	Phase 1, 2 & Aldworth Heights 2031									
Stream B-AC	10.7	189.20	1.02	F	33.27	3.4	90.33	0.82	F	19.57
Stream C-B	3.4	27.80	0.78	D		5.3	43.85	0.86	E	
	Phase 1, 2 & Aldworth Heights 2041									
Stream B-AC	23.3	374.39	1.21	F	60.40	8.5	199.53	1.02	F	37.42
Stream C-B	5.1	40.37	0.85	E		10.1	77.71	0.95	F	
	Phase 1, 2, 3 & Aldworth Heights 2026									
Stream B-AC	10.7	182.53	1.01	F	34.18	3.1	80.47	0.79	F	19.45
Stream C-B	3.2	26.22	0.77	D		5.3	42.76	0.86	E	
	Phase 1, 2, 3 & Aldworth Heights 2031									
Stream B-AC	22.1	341.76	1.18	F	58.87	6.8	161.10	0.96	F	34.29
Stream C-B	4.6	35.88	0.84	E		9.4	71.32	0.94	F	
	Phase 1, 2, 3 & Aldworth Heights 2041									
Stream B-AC	38.9	602.43	1.43	F	99.81	18.4	384.22	1.26	F	70.42
Stream C-B	7.6	57.34	0.91	F		20.1	134.40	1.03	F	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

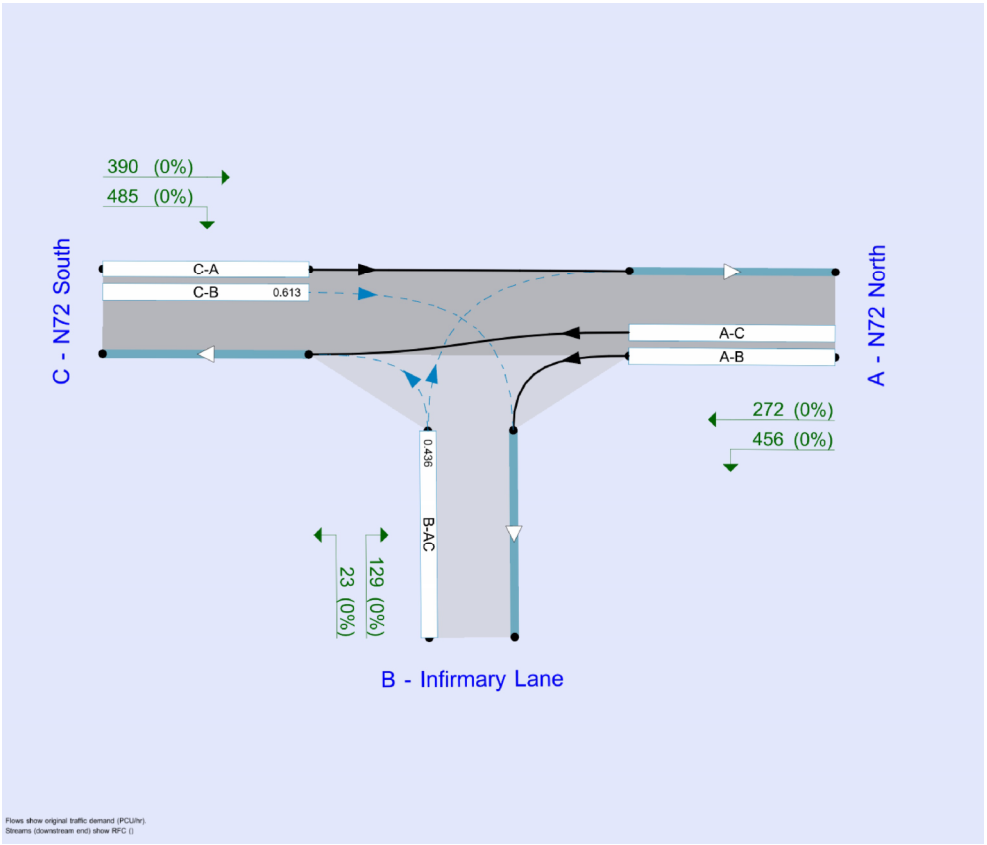
File summary

File Description

Title	
Location	
Site number	
Date	06/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\MOConnor
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Existing 2023	AM	ONE HOUR	08:00	09:30	15
D2	Existing 2023	PM	ONE HOUR	17:45	19:15	15
D3	Do Nothing 2026	AM	ONE HOUR	08:00	09:30	15
D4	Do Nothing 2026	PM	ONE HOUR	17:45	19:15	15
D5	Do Nothing 2031	AM	ONE HOUR	08:00	09:30	15
D6	Do Nothing 2031	PM	ONE HOUR	17:45	19:15	15
D7	Do Nothing 2041	AM	ONE HOUR	08:00	09:30	15
D8	Do Nothing 2041	PM	ONE HOUR	17:45	19:15	15
D9	Phase 1 2026	AM	ONE HOUR	08:00	09:30	15
D10	Phase 1 2026	PM	ONE HOUR	17:45	19:15	15
D11	Phase 1 2031	AM	ONE HOUR	08:00	09:30	15
D12	Phase 1 2031	PM	ONE HOUR	17:45	19:15	15
D13	Phase 1 2041	AM	ONE HOUR	08:00	09:30	15
D14	Phase 1 2041	PM	ONE HOUR	17:45	19:15	15
D15	Phase 1 & 2 2026	AM	ONE HOUR	08:00	09:30	15
D16	Phase 1 & 2 2026	PM	ONE HOUR	17:45	19:15	15
D17	Phase 1 & 2 2031	AM	ONE HOUR	08:00	09:30	15
D18	Phase 1 & 2 2031	PM	ONE HOUR	17:45	19:15	15
D19	Phase 1 & 2 2041	AM	ONE HOUR	08:00	09:30	15
D20	Phase 1 & 2 2041	PM	ONE HOUR	17:45	19:15	15
D21	Phase 1, 2 & 3 2026	AM	ONE HOUR	08:00	09:30	15
D22	Phase 1, 2 & 3 2026	PM	ONE HOUR	17:45	19:15	15
D23	Phase 1, 2 & 3 2031	AM	ONE HOUR	08:00	09:30	15
D24	Phase 1, 2 & 3 2031	PM	ONE HOUR	17:45	19:15	15
D25	Phase 1, 2 & 3 2041	AM	ONE HOUR	08:00	09:30	15
D26	Phase 1, 2 & 3 2041	PM	ONE HOUR	17:45	19:15	15
D27	Phase 1 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D28	Phase 1 & Aldworth Heights 2026	PM	ONE HOUR	17:45	19:15	15
D29	Phase 1 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D30	Phase 1 & Aldworth Heights 2031	PM	ONE HOUR	17:45	19:15	15
D31	Phase 1 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D32	Phase 1 & Aldworth Heights 2041	PM	ONE HOUR	17:45	19:15	15
D33	Phase 1, 2 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D34	Phase 1, 2 & Aldworth Heights 2026	PM	ONE HOUR	17:45	19:15	15
D35	Phase 1, 2 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D36	Phase 1, 2 & Aldworth Heights 2031	PM	ONE HOUR	17:45	19:15	15
D37	Phase 1, 2 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D38	Phase 1, 2 & Aldworth Heights 2041	PM	ONE HOUR	17:45	19:15	15
D39	Phase 1, 2, 3 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D40	Phase 1, 2, 3 & Aldworth Heights 2026	PM	ONE HOUR	17:45	19:15	15
D41	Phase 1, 2, 3 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D42	Phase 1, 2, 3 & Aldworth Heights 2031	PM	ONE HOUR	17:45	19:15	15

D43	Phase 1, 2, 3 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D44	Phase 1, 2, 3 & Aldworth Heights 2041	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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Filename: 7. 224209 LRD Bridewell Lane & N72.j9
Path: I:\DWGS\224\201-250\224209\3.0 Calculations\1. Civils\224209-PUNCH-XX-XX-CA-C-0002_LRD Traffic Calculations\Phasing\2024\Junctions 9 Models\2024-09-25 Updated Models LRD
Report generation date: 18/10/2024 12:01:31

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023							
Stream B-AC	1.2	16.16	0.56	C	0.8	13.49	0.45	B
Stream C-AB	0.0	4.89	0.00	A	0.0	4.74	0.00	A
	DO NOTHING 2026							
Stream B-AC	1.4	17.82	0.59	C	0.9	14.53	0.48	B
Stream C-AB	0.0	4.84	0.00	A	0.0	4.68	0.00	A
	DO NOTHING 2031							
Stream B-AC	1.9	21.39	0.66	C	1.2	16.68	0.54	C
Stream C-AB	0.0	4.77	0.00	A	0.0	4.59	0.00	A
	DO NOTHING 2041							
Stream B-AC	2.6	27.47	0.73	D	1.5	19.49	0.60	C
Stream C-AB	0.0	4.68	0.00	A	0.0	4.50	0.00	A
	Phase 1 2026							
Stream B-AC	2.2	23.92	0.70	C	1.2	16.45	0.54	C
Stream C-AB	0.0	4.76	0.00	A	0.0	4.60	0.00	A
	Phase 1 2031							
Stream B-AC	3.1	30.89	0.77	D	1.4	18.97	0.60	C
Stream C-AB	0.0	4.68	0.00	A	0.0	4.51	0.00	A

	Phase 1 2041							
Stream B-AC	4.6	44.33	0.84	E	1.9	23.26	0.66	C
Stream C-AB	0.0	4.60	0.00	A	0.0	4.42	0.00	A
	Phase 1 & 2 2026							
Stream B-AC	5.6	49.95	0.87	E	1.6	20.09	0.63	C
Stream C-AB	0.0	4.62	0.00	A	0.0	4.45	0.00	A
	Phase 1 & 2 2031							
Stream B-AC	9.1	76.90	0.94	F	2.1	24.31	0.69	C
Stream C-AB	0.0	4.54	0.00	A	0.0	4.37	0.00	A
	Phase 1 & 2 2041							
Stream B-AC	17.5	131.35	1.02	F	2.8	31.06	0.75	D
Stream C-AB	0.0	4.47	0.00	A	0.0	4.28	0.00	A
	Phase 1, 2 & 3 2026							
Stream B-AC	12.1	95.23	0.97	F	2.0	22.73	0.67	C
Stream C-AB	0.0	4.55	0.00	A	0.0	4.38	0.00	A
	Phase 1, 2 & 3 2031							
Stream B-AC	21.6	152.29	1.04	F	2.5	27.80	0.73	D
Stream C-AB	0.0	4.48	0.00	A	0.0	4.30	0.00	A
	Phase 1, 2 & 3 2041							
Stream B-AC	37.6	243.55	1.12	F	3.6	37.48	0.80	E
Stream C-AB	0.0	4.41	0.00	A	0.0	4.22	0.00	A
	Phase 1 & Aldworth Heights 2026							
Stream B-AC	4.1	38.56	0.82	E	1.8	21.19	0.65	C
Stream C-AB	0.0	4.71	0.00	A	0.0	4.58	0.00	A
	Phase 1 & Aldworth Heights 2031							
Stream B-AC	6.2	56.07	0.89	F	2.2	25.56	0.70	D
Stream C-AB	0.0	4.64	0.00	A	0.0	4.50	0.00	A
	Phase 1 & Aldworth Heights 2041							
Stream B-AC	11.3	93.42	0.96	F	3.1	32.98	0.77	D
Stream C-AB	0.0	4.56	0.00	A	0.0	4.41	0.00	A
	Phase 1, 2 & Aldworth Heights 2026							
Stream B-AC	14.1	107.49	0.99	F	2.6	27.77	0.73	D
Stream C-AB	0.0	4.57	0.00	A	0.0	4.43	0.00	A
	Phase 1, 2 & Aldworth Heights 2031							
Stream B-AC	25.3	172.67	1.06	F	3.5	36.22	0.79	E
Stream C-AB	0.0	4.51	0.00	A	0.0	4.35	0.00	A
	Phase 1, 2 & Aldworth Heights 2041							
Stream B-AC	42.4	275.29	1.14	F	5.2	51.36	0.86	F
Stream C-AB	0.0	4.43	0.00	A	0.0	4.27	0.00	A
	Phase 1, 2, 3 & Aldworth Heights 2026							
Stream B-AC	32.2	206.58	1.09	F	3.2	32.85	0.78	D
Stream C-AB	0.0	4.52	0.00	A	0.0	4.37	0.00	A
	Phase 1, 2, 3 & Aldworth Heights 2031							
Stream B-AC	48.5	320.40	1.16	F	4.4	43.73	0.83	E
Stream C-AB	0.0	4.45	0.00	A	0.0	4.29	0.00	A
	Phase 1, 2, 3 & Aldworth Heights 2041							
Stream B-AC	69.4	498.81	1.25	F	6.9	65.13	0.90	F
Stream C-AB	0.0	4.37	0.00	A	0.0	4.20	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

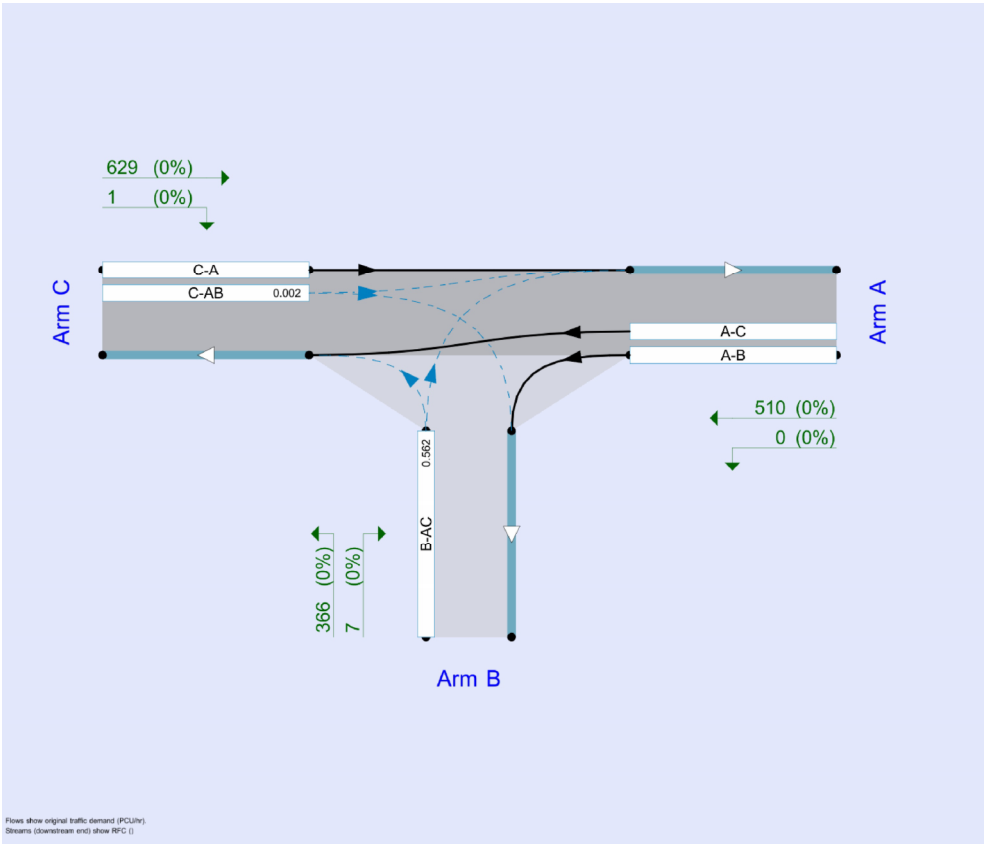
File summary

File Description

Title	
Location	
Site number	
Date	26/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\MOConnor
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

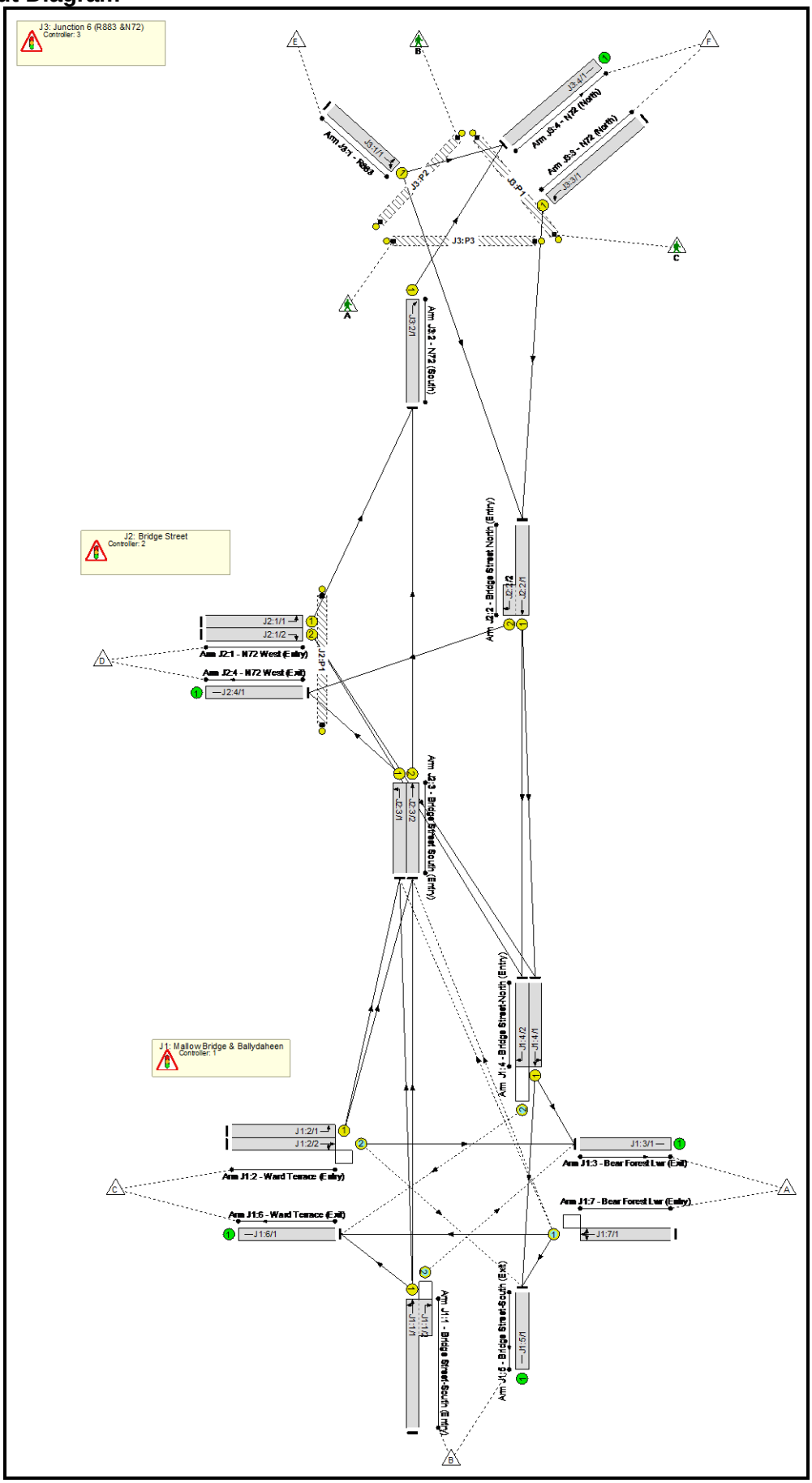
ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	08:00	09:30	15
D2	2023	PM	ONE HOUR	17:00	18:30	15
D3	DO NOTHING 2026	AM	ONE HOUR	08:00	09:30	15
D4	DO NOTHING 2026	PM	ONE HOUR	17:00	18:30	15
D5	DO NOTHING 2031	AM	ONE HOUR	08:00	09:30	15
D6	DO NOTHING 2031	PM	ONE HOUR	17:00	18:30	15
D7	DO NOTHING 2041	AM	ONE HOUR	08:00	09:30	15
D8	DO NOTHING 2041	PM	ONE HOUR	17:00	18:30	15
D9	Phase 1 2026	AM	ONE HOUR	08:00	09:30	15
D10	Phase 1 2026	PM	ONE HOUR	17:00	18:30	15
D11	Phase 1 2031	AM	ONE HOUR	08:00	09:30	15
D12	Phase 1 2031	PM	ONE HOUR	17:00	18:30	15
D13	Phase 1 2041	AM	ONE HOUR	08:00	09:30	15
D14	Phase 1 2041	PM	ONE HOUR	17:00	18:30	15
D15	Phase 1 & 2 2026	AM	ONE HOUR	08:00	09:30	15
D16	Phase 1 & 2 2026	PM	ONE HOUR	17:00	18:30	15
D17	Phase 1 & 2 2031	AM	ONE HOUR	08:00	09:30	15
D18	Phase 1 & 2 2031	PM	ONE HOUR	17:00	18:30	15
D19	Phase 1 & 2 2041	AM	ONE HOUR	08:00	09:30	15
D20	Phase 1 & 2 2041	PM	ONE HOUR	17:00	18:30	15
D21	Phase 1, 2 & 3 2026	AM	ONE HOUR	08:00	09:30	15
D22	Phase 1, 2 & 3 2026	PM	ONE HOUR	17:00	18:30	15
D23	Phase 1, 2 & 3 2031	AM	ONE HOUR	08:00	09:30	15
D24	Phase 1, 2 & 3 2031	PM	ONE HOUR	17:00	18:30	15
D25	Phase 1, 2 & 3 2041	AM	ONE HOUR	08:00	09:30	15
D26	Phase 1, 2 & 3 2041	PM	ONE HOUR	17:00	18:30	15
D27	Phase 1 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D28	Phase 1 & Aldworth Heights 2026	PM	ONE HOUR	17:00	18:30	15
D29	Phase 1 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D30	Phase 1 & Aldworth Heights 2031	PM	ONE HOUR	17:00	18:30	15
D31	Phase 1 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D32	Phase 1 & Aldworth Heights 2041	PM	ONE HOUR	17:00	18:30	15
D33	Phase 1, 2 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D34	Phase 1, 2 & Aldworth Heights 2026	PM	ONE HOUR	17:00	18:30	15
D35	Phase 1, 2 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D36	Phase 1, 2 & Aldworth Heights 2031	PM	ONE HOUR	17:00	18:30	15
D37	Phase 1, 2 & Aldworth Heights 2041	AM	ONE HOUR	08:00	09:30	15
D38	Phase 1, 2 & Aldworth Heights 2041	PM	ONE HOUR	17:00	18:30	15
D39	Phase 1, 2, 3 & Aldworth Heights 2026	AM	ONE HOUR	08:00	09:30	15
D40	Phase 1, 2, 3 & Aldworth Heights 2026	PM	ONE HOUR	17:00	18:30	15
D41	Phase 1, 2, 3 & Aldworth Heights 2031	AM	ONE HOUR	08:00	09:30	15
D42	Phase 1, 2, 3 & Aldworth Heights 2031	PM	ONE HOUR	17:00	18:30	15

Full Input Data And Results

User and Project Details

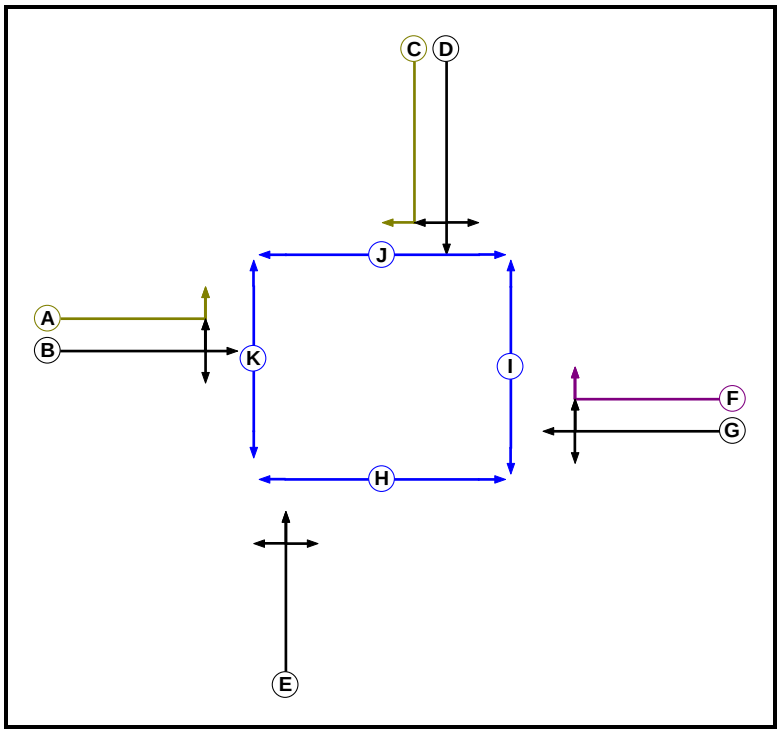
Project:	**224209 - Castlelands**
Title:	
Location:	
Site Ref(s):	224-209
Date Started:	April 2024
Checked By:	J Tiernan
Additional detail:	
File name:	Network Model J6-J8-J9_(all traffic flows)_(2024-10-08)(90second cycle).lsg3x
Author:	M Bakasa
Company:	PUNCH
Address:	97 Henry Street Limerick

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Filter	B	4	0
B	Traffic		7	7
C	Filter	D	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Ind. Arrow	G	4	4
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7

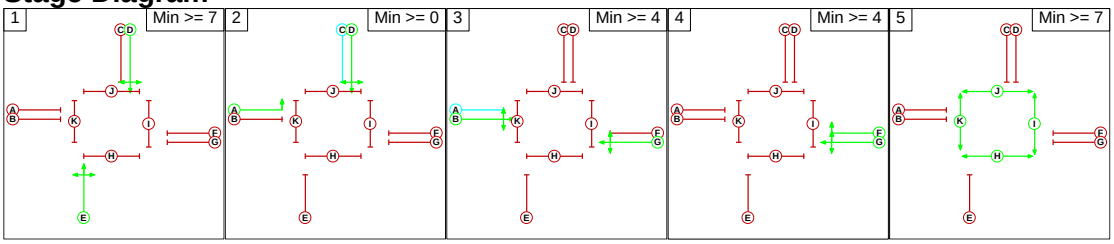
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	-	5	5	-	-	-	6	5
B	-		5	5	5	6	-	7	7	-	5
C	-	6		-	6	6	6	-	-	6	8
D	-	5	-		-	6	6	7	6	6	-
E	5	5	5	-		5	5	5	7	6	6
F	6	5	5	5	5		-	6	5	7	7
G	-	-	5	5	5	-		6	5	7	7
H	-	11	-	11	11	11	11		-	-	-
I	-	9	-	9	9	9	9	-		-	-
J	14	-	14	14	14	14	14	-	-		-
K	11	11	11	-	11	11	11	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	D E
2	A D
3	B G
4	F G
5	H I J K

Stage Diagram



Phase Delays

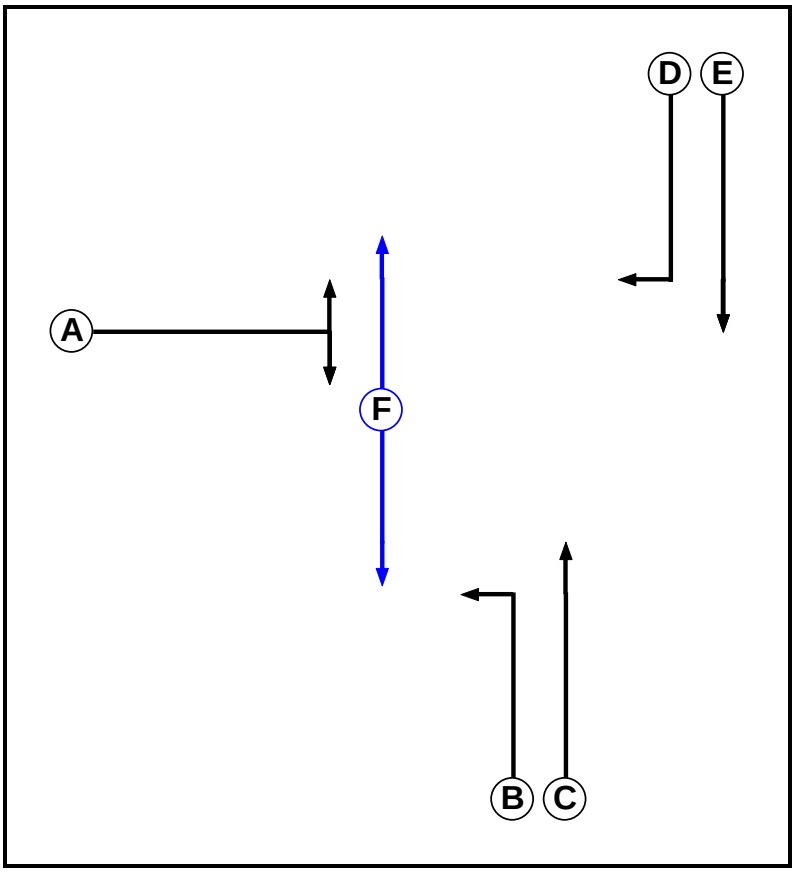
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage 1	2	3	4	5
1		5	6	6	7
2	X		6	X	X
3	5	5		6	7
4	5	6	5		7
5	14	14	14	14	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7

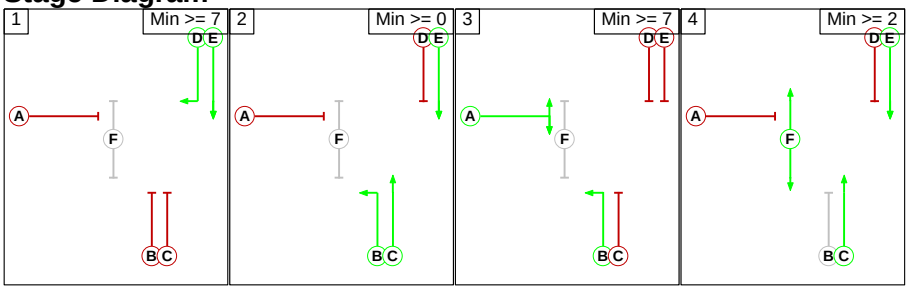
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	5	5	5	-
	B	-		-	5	-	-
	C	7	-		5	-	-
	D	6	5	5		-	-
	E	5	-	-	-		-
	F	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	D E
2	B C E
3	A B
4	C E F

Stage Diagram



Phase Delays

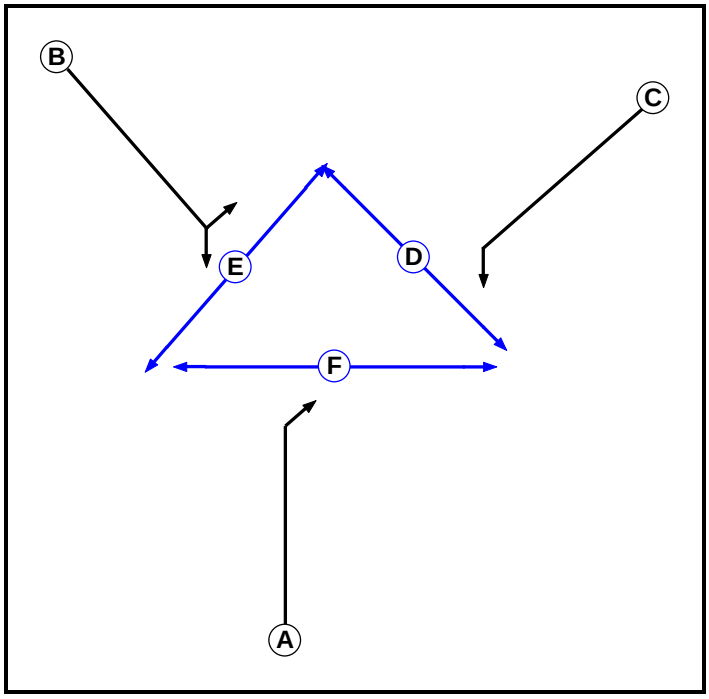
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	6	5
	2	5		7	0
	3	5	5		5
	4	5	2	7	

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7

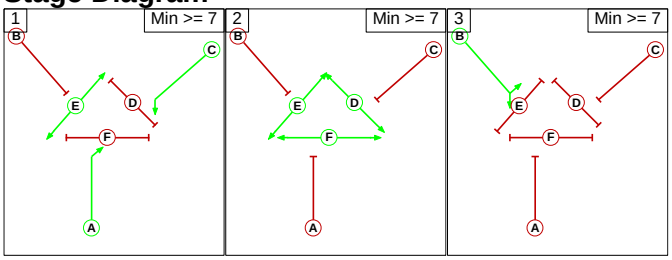
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	-	8	-	5
	B	5		5	7	5	6
	C	-	5		5	-	7
	D	9	9	9		-	-
	E	-	18	-	-		-
	F	11	11	11	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	D E F
3	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	18
	2	11		18
	3	5	7	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'DO NOTHING 2026 AM'	08:00	09:00	01:00	
2: 'DO NOTHING 2026 PM'	17:45	18:45	01:00	
3: 'DO NOTHING 2031 AM'	08:00	09:00	01:00	
4: 'DO NOTHING 2031 PM'	17:45	18:45	01:00	
5: 'DO NOTHING 2041 AM'	08:00	09:00	01:00	
6: 'DO NOTHING 2041 PM'	17:45	18:45	01:00	
7: 'DO SOMETHING 2026 AM (PHASE 1)'	08:00	09:00	01:00	
8: 'DO SOMETHING 2026 PM (PHASE 1)'	17:45	18:45	01:00	
9: 'DO SOMETHING 2031 AM (PHASE 1)'	08:00	09:00	01:00	
10: 'DO SOMETHING 2031 PM (PHASE 1)'	17:45	18:45	01:00	
11: 'DO SOMETHING 2041 AM (PHASE 1)'	08:00	09:00	01:00	
12: 'DO SOMETHING 2041 PM (PHASE 1)'	17:45	18:45	01:00	
13: 'DO SOMETHING 2026 AM (PHASE 1+ALDWORTH)'	08:00	09:00	01:00	
14: 'DO SOMETHING 2026 PM (PHASE 1+ALDWORTH)'	17:45	18:45	01:00	
15: 'DO SOMETHING 2031 AM (PHASE 1+ALDWORTH)'	08:00	09:00	01:00	
16: 'DO SOMETHING 2031 PM (PHASE 1+ALDWORTH)'	17:45	18:45	01:00	
17: 'DO SOMETHING 2041 AM (PHASE 1+ALDWORTH)'	08:00	09:00	01:00	
18: 'DO SOMETHING 2041 PM (PHASE 1+ALDWORTH)'	17:45	18:45	01:00	
19: 'SURVEY YEAR 2023 AM'	08:00	09:00	01:00	
20: 'SURVEY YEAR 2023 PM'	17:45	18:45	01:00	
21: 'DO SOMETHING 2026 AM (PHASE 1, 2)'	08:00	09:00	01:00	
22: 'DO SOMETHING 2026 PM (PHASE 1, 2)'	17:45	18:45	01:00	
23: 'DO SOMETHING 2031 AM (PHASE 1, 2)'	08:00	09:00	01:00	
24: 'DO SOMETHING 2031 PM (PHASE 1, 2)'	17:45	18:45	01:00	
25: 'DO SOMETHING 2041 AM (PHASE 1, 2)'	08:00	09:00	01:00	
26: 'DO SOMETHING 2041 PM (PHASE 1, 2)'	17:45	18:45	01:00	
27: 'DO SOMETHING 2026 AM (PHASE 1, 2 +ALDWORTH)'	08:00	09:00	01:00	
28: 'DO SOMETHING 2026 PM (PHASE 1, 2 +ALDWORTH)'	17:45	18:45	01:00	
29: 'DO SOMETHING 2031 AM (PHASE 1, 2 +ALDWORTH)'	08:00	09:00	01:00	
30: 'DO SOMETHING 2031 PM (PHASE 1, 2 +ALDWORTH)'	17:45	18:45	01:00	
31: 'DO SOMETHING 2041 AM (PHASE 1, 2 +ALDWORTH)'	08:00	09:00	01:00	
32: 'DO SOMETHING 2041 PM (PHASE 1, 2 +ALDWORTH)'	17:45	18:45	01:00	
33: 'DO SOMETHING 2026 AM (PHASE 1, 2, 3)'	08:00	09:00	01:00	
34: 'DO SOMETHING 2026 PM (PHASE 1, 2, 3)'	17:45	18:45	01:00	
35: 'DO SOMETHING 2031 AM (PHASE 1, 2, 3)'	08:00	09:00	01:00	
36: 'DO SOMETHING 2031 PM (PHASE 1, 2, 3)'	17:45	18:45	01:00	
37: 'DO SOMETHING 2041 AM (PHASE 1, 2, 3)'	08:00	09:00	01:00	
38: 'DO SOMETHING 2041 PM (PHASE 1, 2, 3)'	17:45	18:45	01:00	
39: 'DO SOMETHING 2026 AM (PHASE 1, 2, 3 +ALDWORTH)'	08:00	09:00	01:00	

40: 'DO SOMETHING 2026 PM (PHASE 1, 2, 3 +ALDWORTH)'	17:45	18:45	01:00	
41: 'DO SOMETHING 2031 AM (PHASE 1, 2, 3 +ALDWORTH)'	08:00	09:00	01:00	
42: 'DO SOMETHING 2031 PM (PHASE 1, 2, 3 +ALDWORTH)'	17:45	18:45	01:00	
43: 'DO SOMETHING 2041 AM (PHASE 1, 2, 3 +ALDWORTH)'	08:00	09:00	01:00	
44: 'DO SOMETHING 2041 PM (PHASE 1, 2, 3 +ALDWORTH)'	17:45	18:45	01:00	

Traffic Flows, Desired

Scenario 1: 'SURVEY YEAR 2023 AM' (FG19: 'SURVEY YEAR 2023 AM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	59	92	0	69	227
	B	5	0	24	213	0	160	402
	C	61	27	0	119	0	89	296
	D	30	111	59	0	0	31	231
	E	16	58	31	24	0	138	267
	F	30	110	58	46	0	0	244
	Tot.	142	313	231	494	0	487	1667

Scenario 2: 'DO NOTHING 2026 AM' (FG1: 'DO NOTHING 2026 AM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	63	98	0	77	245
	B	5	0	25	226	0	177	433
	C	64	29	0	125	0	98	316
	D	32	118	63	0	0	36	249
	E	16	61	32	27	0	151	287
	F	35	132	70	59	0	0	296
	Tot.	152	347	253	535	0	539	1826

Scenario 3: 'DO NOTHING 2026 PM' (FG2: 'DO NOTHING 2026 PM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	38	69	0	106	219
	B	4	0	25	198	0	205	432
	C	76	31	0	145	0	141	393
	D	55	125	79	0	0	98	357
	E	33	75	47	38	0	181	374
	F	37	84	53	77	0	0	251
	Tot.	205	321	242	527	0	731	2026

Scenario 4: 'DO NOTHING 2031 AM' (FG3: 'DO NOTHING 2031 AM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	8	68	106	0	83	265
	B	6	0	27	245	0	192	470
	C	70	31	0	136	0	107	344
	D	34	128	68	0	0	39	269
	E	18	67	35	29	0	164	313
	F	38	142	75	63	0	0	318
	Tot.	166	376	273	579	0	585	1979

Scenario 5: 'DO NOTHING 2031 PM' (FG4: 'DO NOTHING 2031 PM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	41	75	0	114	236
	B	5	0	27	215	0	222	469
	C	82	34	0	158	0	153	427
	D	60	136	86	0	0	106	388
	E	36	81	51	41	0	196	405
	F	40	91	57	83	0	0	271
	Tot.	223	348	262	572	0	791	2196

Scenario 6: 'DO NOTHING 2041 AM' (FG5: 'DO NOTHING 2041 AM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	9	74	116	0	90	289
	B	6	0	29	267	0	208	510
	C	76	34	0	148	0	116	374
	D	38	140	74	0	0	42	294
	E	20	73	38	32	0	178	341
	F	41	154	81	68	0	0	344
	Tot.	181	410	296	631	0	634	2152

Scenario 7: 'DO NOTHING 2041 PM' (FG6: 'DO NOTHING 2041 PM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	45	82	0	124	258
	B	5	0	29	234	0	241	509
	C	90	37	0	172	0	166	465
	D	65	148	93	0	0	115	421
	E	39	89	56	45	0	213	442
	F	44	98	62	90	0	0	294
	Tot.	243	379	285	623	0	859	2389

Scenario 8: 'DO SOMETHING 2026 AM' (FG7: 'DO SOMETHING 2026 AM (PHASE 1)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	63	98	0	82	250
	B	5	0	25	226	0	189	445
	C	64	29	0	125	0	105	323
	D	32	118	63	0	0	38	251
	E	16	61	32	27	0	162	298
	F	41	154	82	68	0	0	345
	Tot.	158	369	265	544	0	576	1912

Scenario 9: 'DO SOMETHING 2026 PM' (FG8: 'DO SOMETHING 2026 PM (PHASE 1)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	38	69	0	111	224
	B	4	0	25	198	0	217	444
	C	76	31	0	145	0	149	401
	D	55	125	79	0	0	103	362
	E	33	75	47	38	0	191	384
	F	41	93	59	85	0	0	278
	Tot.	209	330	248	535	0	771	2093

Scenario 10: 'DO SOMETHING 2031 AM' (FG9: 'DO SOMETHING 2031 AM (PHASE 1)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	8	68	106	0	89	271
	B	6	0	27	245	0	204	482
	C	70	31	0	136	0	113	350
	D	34	128	68	0	0	41	271
	E	18	67	35	29	0	174	323
	F	44	164	87	72	0	0	367
	Tot.	172	398	285	588	0	621	2064

Scenario 11: 'DO SOMETHING 2031 PM' (FG10: 'DO SOMETHING 2031 PM (PHASE 1)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	41	75	0	120	242
	B	5	0	27	215	0	234	481
	C	82	34	0	158	0	161	435
	D	60	136	86	0	0	111	393
	E	36	81	51	41	0	206	415
	F	44	100	63	91	0	0	298
	Tot.	227	357	268	580	0	832	2264

Scenario 12: 'DO SOMETHING 2041 AM' (FG11: 'DO SOMETHING 2041 AM (PHASE 1)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	9	74	116	0	96	295
	B	6	0	29	267	0	221	523
	C	76	34	0	149	0	123	382
	D	38	140	74	0	0	44	296
	E	20	73	39	32	0	189	353
	F	47	176	93	77	0	0	393
	Tot.	187	432	309	641	0	673	2242

Scenario 13: 'DO SOMETHING 2041 PM' (FG12: 'DO SOMETHING 2041 PM (PHASE 1)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	45	82	0	130	264
	B	5	0	29	234	0	253	521
	C	90	37	0	172	0	174	473
	D	65	148	93	0	0	120	426
	E	39	89	56	45	0	223	452
	F	47	107	68	98	0	0	320
	Tot.	246	388	291	631	0	900	2456

Scenario 14: 'DO SOMETHING 2026 (P1-ALDWORTH) AM' (FG13: 'DO SOMETHING 2026 AM (PHASE 1+ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	63	98	0	85	253
	B	5	0	25	226	0	196	452
	C	64	29	0	125	0	109	327
	D	32	118	63	0	0	39	252
	E	16	61	32	27	0	167	303
	F	48	179	95	79	0	0	401
	Tot.	165	394	278	555	0	596	1988

Scenario 15: 'DO SOMETHING 2026 (P1-ALDWORTH) PM' (FG14: 'DO SOMETHING 2026 PM (PHASE 1+ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	38	69	0	114	227
	B	4	0	25	198	0	223	450
	C	76	31	0	145	0	151	403
	D	55	125	79	0	0	104	363
	E	33	75	47	38	0	194	387
	F	48	109	69	99	0	0	325
	Tot.	216	346	258	549	0	786	2155

Scenario 16: 'DO SOMETHING 2031 (P1-ALDWORTH) AM' (FG15: 'DO SOMETHING 2031 AM (PHASE 1+ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	8	68	106	0	91	273
	B	6	0	27	245	0	210	488
	C	70	31	0	136	0	117	354
	D	34	128	68	0	0	42	272
	E	18	67	35	29	0	180	329
	F	51	189	101	83	0	0	424
	Tot.	179	423	299	599	0	640	2140

Scenario 17: 'DO SOMETHING 2031 (P1-ALDWORTH) PM' (FG16: 'DO SOMETHING 2031 PM (PHASE 1+ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	41	75	0	122	244
	B	5	0	27	215	0	240	487
	C	82	34	0	158	0	162	436
	D	63	141	77	0	0	112	393
	E	38	85	46	41	0	209	419
	F	53	120	66	105	0	0	344
	Tot.	241	386	257	594	0	845	2323

Scenario 18: 'DO SOMETHING 2041 (P1-ALDWORTH) AM' (FG17: 'DO SOMETHING 2041 AM (PHASE 1+ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	9	74	116	0	101	300
	B	6	0	29	267	0	232	534
	C	76	34	0	149	0	129	388
	D	38	140	74	0	0	46	298
	E	20	73	39	32	0	198	362
	F	55	206	109	90	0	0	460
	Tot.	195	462	325	654	0	706	2342

Scenario 19: 'DO SOMETHING 2041 (P1-ALDWORTH) PM' (FG18: 'DO SOMETHING 2041 PM (PHASE 1+ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	45	82	0	135	269
	B	5	0	29	234	0	265	533
	C	90	37	0	172	0	177	476
	D	65	148	93	0	0	122	428
	E	39	89	56	45	0	227	456
	F	55	125	79	114	0	0	373
	Tot.	254	406	302	647	0	926	2535

Scenario 20: 'SURVEY YEAR 2023 PM' (FG20: 'SURVEY YEAR 2023 PM', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	5	36	66	0	96	203
	B	4	0	23	186	0	187	400
	C	72	30	0	137	0	129	368
	D	52	118	74	0	0	87	331
	E	32	72	45	34	0	165	348
	F	32	73	46	66	0	0	217
	Tot.	192	298	224	489	0	664	1867

Scenario 21: 'DO SOMETHING 2026 (P1, 2-ALDWORTH) AM' (FG27: 'DO SOMETHING 2026 AM (PHASE 1, 2 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	63	98	0	94	262
	B	5	0	25	226	0	216	472
	C	64	29	0	125	0	120	338
	D	32	118	63	0	0	43	256
	E	16	61	33	27	0	184	321
	F	58	215	114	94	0	0	481
	Tot.	175	430	298	570	0	657	2130

Scenario 22: 'DO SOMETHING 2026 (P1, 2-ALDWORTH) PM' (FG28: 'DO SOMETHING 2026 PM (PHASE 1, 2 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	38	69	0	123	236
	B	4	0	25	198	0	244	471
	C	76	31	0	145	0	165	417
	D	55	125	79	0	0	114	373
	E	33	75	47	38	0	214	407
	F	54	122	77	111	0	0	364
	Tot.	222	359	266	561	0	860	2268

Scenario 23: 'DO SOMETHING 2031 (P1, 2-ALDWORTH) AM' (FG29: 'DO SOMETHING 2031 AM (PHASE 1, 2 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	8	68	106	0	100	282
	B	6	0	27	245	0	231	509
	C	70	31	0	136	0	128	365
	D	34	128	68	0	0	46	276
	E	18	67	35	29	0	197	346
	F	60	225	119	98	0	0	502
	Tot.	188	459	317	614	0	702	2280

Scenario 24: 'DO SOMETHING 2031 (P1, 2-ALDWORTH) PM' (FG30: 'DO SOMETHING 2031 PM (PHASE 1, 2 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	41	75	0	131	253
	B	5	0	27	215	0	261	508
	C	82	34	0	158	0	177	451
	D	63	143	75	0	0	122	403
	E	38	86	45	41	0	230	440
	F	60	135	71	117	0	0	383
	Tot.	248	404	259	606	0	921	2438

Scenario 25: 'DO SOMETHING 2041 (P1, 2-ALDWORTH) AM' (FG31: 'DO SOMETHING 2041 AM (PHASE 1, 2 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	9	74	116	0	107	306
	B	6	0	29	267	0	247	549
	C	76	34	0	149	0	137	396
	D	38	140	74	0	0	49	301
	E	20	73	39	32	0	211	375
	F	64	236	125	103	0	0	528
	Tot.	204	492	341	667	0	751	2455

Scenario 26: 'DO SOMETHING 2041 (P1, 2-ALDWORTH) PM' (FG32: 'DO SOMETHING 2041 PM (PHASE 1, 2 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	45	82	0	141	275
	B	5	0	29	234	0	280	548
	C	90	37	0	172	0	190	489
	D	65	148	93	0	0	131	437
	E	39	89	56	45	0	247	476
	F	60	136	86	124	0	0	406
	Tot.	259	417	309	657	0	989	2631

Scenario 27: 'DO SOMETHING 2026 (P1, 2, 3-ALDWORTH) AM' (FG39: 'DO SOMETHING 2026 AM (PHASE 1, 2, 3 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	63	98	0	98	266
	B	5	0	25	226	0	225	481
	C	64	29	0	125	0	125	343
	D	32	118	63	0	0	45	258
	E	16	61	33	27	0	192	329
	F	63	236	125	103	0	0	527
	Tot.	180	451	309	579	0	685	2204

Scenario 28: 'DO SOMETHING 2026 (P1, 2, 3-ALDWORTH) PM' (FG40: 'DO SOMETHING 2026 PM (PHASE 1, 2, 3 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	38	69	0	126	239
	B	4	0	25	198	0	253	480
	C	76	31	0	145	0	172	424
	D	55	125	79	0	0	118	377
	E	33	75	47	38	0	224	417
	F	57	128	81	117	0	0	383
	Tot.	225	365	270	567	0	893	2320

Scenario 29: 'DO SOMETHING 2031 (P1, 2, 3-ALDWORTH) AM' (FG41: 'DO SOMETHING 2031 AM (PHASE 1, 2, 3 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	8	68	106	0	104	286
	B	6	0	27	245	0	240	518
	C	70	31	0	136	0	133	370
	D	34	128	68	0	0	48	278
	E	18	67	35	29	0	204	353
	F	66	246	131	107	0	0	550
	Tot.	194	480	329	623	0	729	2355

Scenario 30: 'DO SOMETHING 2031 (P1, 2, 3-ALDWORTH) PM' (FG42: 'DO SOMETHING 2031 PM (PHASE 1, 2, 3 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	41	75	0	135	257
	B	5	0	27	215	0	270	517
	C	82	34	0	158	0	184	458
	D	65	146	71	0	0	126	408
	E	39	88	43	41	0	239	450
	F	64	145	70	123	0	0	402
	Tot.	255	419	252	612	0	954	2492

Scenario 31: 'DO SOMETHING 2041 (P1, 2, 3-ALDWORTH) AM' (FG43: 'DO SOMETHING 2041 AM (PHASE 1, 2, 3 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	9	74	116	0	111	310
	B	6	0	29	267	0	256	558
	C	76	34	0	149	0	143	402
	D	38	140	74	0	0	51	303
	E	20	73	39	32	0	218	382
	F	69	258	137	112	0	0	576
	Tot.	209	514	353	676	0	779	2531

Scenario 32: 'DO SOMETHING 2041 (P1, 2, 3-ALDWORTH) PM' (FG44: 'DO SOMETHING 2041 PM (PHASE 1, 2, 3 +ALDWORTH)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	45	82	0	145	279
	B	5	0	29	234	0	289	557
	C	90	37	0	172	0	197	496
	D	65	148	93	0	0	135	441
	E	39	89	56	45	0	256	485
	F	63	142	90	130	0	0	425
	Tot.	262	423	313	663	0	1022	2683

Scenario 33: 'DO SOMETHING 2026 (P1, 2) AM' (FG21: 'DO SOMETHING 2026 AM (PHASE 1, 2)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	63	98	0	91	259
	B	5	0	25	226	0	210	466
	C	64	29	0	125	0	117	335
	D	32	118	63	0	0	42	255
	E	16	61	33	27	0	179	316
	F	51	190	101	83	0	0	425
	Tot.	168	405	285	559	0	639	2056

Scenario 34: 'DO SOMETHING 2026 (P1, 2) PM' (FG22: 'DO SOMETHING 2026 PM (PHASE 1, 2)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	38	69	0	120	233
	B	4	0	25	198	0	237	464
	C	76	31	0	145	0	163	415
	D	55	125	79	0	0	113	372
	E	33	75	47	38	0	212	405
	F	47	106	67	97	0	0	317
	Tot.	215	343	256	547	0	845	2206

Scenario 35: 'DO SOMETHING 2031 (P1, 2) AM' (FG23: 'DO SOMETHING 2031 AM (PHASE 1, 2)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	8	68	106	0	97	279
	B	6	0	27	245	0	224	502
	C	70	31	0	136	0	125	362
	D	34	128	68	0	0	45	275
	E	18	67	35	29	0	191	340
	F	54	200	106	88	0	0	448
	Tot.	182	434	304	604	0	682	2206

Scenario 36: 'DO SOMETHING 2031 (P1, 2) PM' (FG24: 'DO SOMETHING 2031 PM (PHASE 1, 2)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	41	75	0	129	251
	B	5	0	27	215	0	255	502
	C	82	34	0	158	0	175	449
	D	60	136	84	0	0	121	401
	E	36	82	51	41	0	227	437
	F	50	113	70	103	0	0	336
	Tot.	233	371	273	592	0	907	2376

Scenario 37: 'DO SOMETHING 2041 (P1, 2) AM' (FG25: 'DO SOMETHING 2041 AM (PHASE 1, 2)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	9	74	116	0	105	304
	B	6	0	29	267	0	241	543
	C	76	34	0	149	0	134	393
	D	38	140	74	0	0	48	300
	E	20	73	39	32	0	206	370
	F	57	211	112	92	0	0	472
	Tot.	197	467	328	656	0	734	2382

Scenario 38: 'DO SOMETHING 2041 (P1, 2) PM' (FG26: 'DO SOMETHING 2041 PM (PHASE 1, 2)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	45	82	0	138	272
	B	5	0	29	234	0	274	542
	C	90	37	0	172	0	188	487
	D	65	148	93	0	0	129	435
	E	39	89	56	45	0	244	473
	F	53	120	76	110	0	0	359
	Tot.	252	401	299	643	0	973	2568

Scenario 39: 'DO SOMETHING 2026 (P1, 2, 3) AM' (FG33: 'DO SOMETHING 2026 AM (PHASE 1, 2, 3)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	63	98	0	95	263
	B	5	0	25	226	0	219	475
	C	64	29	0	125	0	122	340
	D	32	118	63	0	0	44	257
	E	16	61	33	27	0	186	323
	F	57	211	112	92	0	0	472
	Tot.	174	426	296	568	0	666	2130

Scenario 40: 'DO SOMETHING 2026 (P1, 2, 3) PM' (FG34: 'DO SOMETHING 2026 PM (PHASE 1, 2, 3)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	38	69	0	124	237
	B	4	0	25	198	0	247	474
	C	76	31	0	145	0	170	422
	D	55	125	79	0	0	117	376
	E	33	75	47	38	0	137	330
	F	50	112	71	102	0	0	335
	Tot.	218	349	260	552	0	795	2174

Scenario 41: 'DO SOMETHING 2031 (P1, 2, 3) AM' (FG35: 'DO SOMETHING 2031 AM (PHASE 1, 2, 3)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	8	68	106	0	101	283
	B	6	0	27	245	0	234	512
	C	70	31	0	136	0	130	367
	D	34	128	68	0	0	47	277
	E	18	67	35	29	0	199	348
	F	59	221	117	97	0	0	494
	Tot.	187	455	315	613	0	711	2281

Scenario 42: 'DO SOMETHING 2031 (P1, 2, 3) PM' (FG36: 'DO SOMETHING 2031 PM (PHASE 1, 2, 3)', Plan 1: 'COMBINED JUNCTION')
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	6	41	75	0	133	255
	B	5	0	27	215	0	264	511
	C	82	34	0	158	0	182	456
	D	61	139	81	0	0	125	406
	E	37	83	49	41	0	237	447
	F	54	122	71	108	0	0	355
	Tot.	239	384	269	597	0	941	2430

Scenario 43: 'DO SOMETHING 2041 (P1, 2, 3) AM' (FG37: 'DO SOMETHING 2041 AM (PHASE 1, 2, 3)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	9	74	116	0	109	308
	B	6	0	29	267	0	250	552
	C	76	34	0	149	0	139	398
	D	38	140	74	0	0	50	302
	E	20	73	39	32	0	213	377
	F	63	232	123	101	0	0	519
	Tot.	203	488	339	665	0	761	2456

Scenario 44: 'DO SOMETHING 2041 (P1, 2, 3) PM' (FG38: 'DO SOMETHING 2041 PM (PHASE 1, 2, 3)', Plan 1: 'COMBINED JUNCTION')

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	7	45	82	0	142	276
	B	5	0	29	234	0	283	551
	C	90	37	0	172	0	195	494
	D	65	148	93	0	0	134	440
	E	39	89	56	45	0	254	483
	F	56	126	80	115	0	0	377
	Tot.	255	407	303	648	0	1008	2621